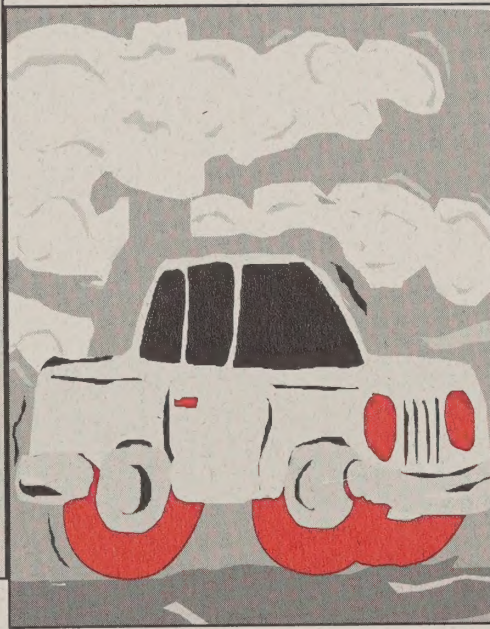
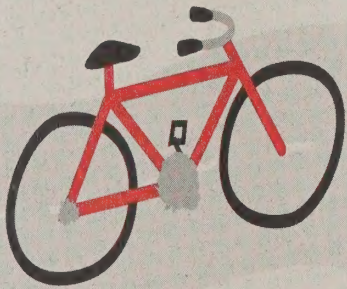




Alameda
County
Transportation
Authority

Measure B Capital Projects



**1997/1998
Strategic Plan**

Prepared by:
O'Brien-Kreitzberg, Inc.
Project Control Team



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1997/1998 Strategic Plan



O'BRIEN KREITZBERG

A DAMES & MOORE GROUP COMPANY

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May 15, 1997

Mr. Vince Harris
Executive Director
Alameda County Transportation Authority
1401 Lakeside Drive, Suite 600
Oakland, CA 94612

Subject: 1997/1998 STRATEGIC PLAN

Dear Mr. Harris:

Attached is the 1997/1998 Strategic Plan for the Measure B Capital Improvement Program.

This plan has been produced by the joint efforts of Authority Staff, Project Sponsors, Financial Advisors, Design Teams and the OK Project Control Team. Please contact me if you have any questions regarding the content or layout of this report.

Very truly yours,

O'BRIEN-KREITZBERG INC.

A handwritten signature in cursive script, reading 'Bonni Kirkwood', written over a horizontal line.

Bonni Kirkwood
Project Controls Team Manager

Attachment

600334/T7825

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Section I
Executive Summary



Alameda
County
Transportation
Authority

I. EXECUTIVE SUMMARY

A. INTRODUCTION

The Alameda County Transportation Authority (ACTA) was established in 1986 to administer the voter-approved Measure B transportation improvement program. The sales tax measure will be collected for 15 years, until fiscal year 2001/2002, and is expected to generate approximately \$1 billion dollars. The capital projects in the Expenditure Plan are a mix of state highway, rail, and local roadway improvements. Over 30% of the sales tax funds are disbursed directly to each City as well as the County for local streets and roads, to A.C. Transit to implement its Comprehensive Service Plan, and to support the County's Paratransit program.

The Authority has passed the midpoint in the life of the Measure, and are at a critical stage in delivery of capital projects. Almost two-thirds (63 percent) of the project segments within the capital program are either in construction or constructed; another 12 percent are ready to proceed to construction, are in the design phase, or are in early design while environmental documents are being completed; another 13 percent are in the environmental phase; with the remaining 12 percent in the planning phase. One of the major challenges facing the Authority in coming years will be to work closely with Project Sponsors with projects in the last years of the program to assure that each project is delivered within the funds available.

Another major challenge is adoption of agreements for local match contributions required in the expenditure plan. Although Measure B funds are the main contribution for the initial usable phases of the roadway projects, six of the ten capital projects require local match agreements. Last year, a major milestone was achieved, when local agencies in the Tri-Valley area committed the remaining local match for the I-580/680 Interchange project. The Authority is working closely with local jurisdictions in the vicinity of these projects to secure the local match funds so that the projects can proceed, and be completed within the life of the Measure.

The Authority adopted its first Strategic Plan in 1990 for fiscal year 1989-90. Since 1990, the document has been updated annually. The Strategic Plan sets forth the actual expenditures to date, the projected costs, the proposed financing plan, and the expected schedule for all of the capital projects in the Measure B Program. The plan includes projections through the remainder of the Measure, and discusses the challenges the Authority and Project Sponsors face in completing the voter-mandated Measure B program.

The 1997/1998 Plan includes descriptions and costs for each Measure B capital project, available and estimated revenues, and schedules to complete each project. The projects included in the Plan represent useable initial phases of the projects listed in the 1986 Expenditure Plan. The costs and schedules included in the Strategic Plan were developed in cooperation with Project Sponsors, Authority staff, and consultant design teams; they reflect the latest information to date.

The Financial Plan is a critical component of the Strategic Plan. The sales tax revenue projections, and assumptions about funding from local, state, and federal sources, are based on information from Project Sponsors, Authority Staff, the Authority's Financial Advisors, and other references. The projections reflect funding sources that the Authority has obtained or expects to receive in the future.

While ACTA has been very successful in securing and obligating State and Federal funds, elimination of important State funding programs could have a significant impact on the delivery of Measure B projects on the State Highway System. In particular, the State Local Transportation Partnership Program (SLTPP), which leverages local funds, has generated nearly \$15 million for the Measure B program. The current projections assume continuation of this program at a reduced level, resulting in an additional \$13 million. If the program continues, the Measure B program could receive as much as an additional \$26 million.

The Master Program Schedule balances the schedules provided by the Project Sponsors against projected available funds. While ACTA did bond for \$162 million in 1992, and an additional \$90 million in 1997, historically, revenues have exceeded costs. However, for the remainder of the program, project expenses will exceed annual revenues.

This Strategic Plan replaces the previous version issued in October 1996. The Plan will be revised annually to reflect significant changes in the Measure B Program, both in terms of costs and revenues, and in funding available from other sources. Ultimate projects, defined as "completion phase projects" in past Strategic Plans, are not included in this Plan. As the ability to define and finance these completion phase projects changes, the Strategic Plan will be updated.

B. STRATEGIC PLAN OVERVIEW

The 1997/1998 Strategic Plan outlines the Authority's approach for participating in completion of the initial phases of each of the ten projects in the Expenditure Plan capital construction program. The Plan is organized into the following sections:

- **Background of the Measure B Program (Section II)**
This section describes the enabling legislation that formed the Authority, the process for forming the Expenditure Plan, the Board composition, and the current administration of the Measure B Program.
- **Capital Construction Program (Section III)**
This section describes the approach to implement the Expenditure Plan. For each project, there is a description of the current scope for the initial phase, identification of the Project Sponsor, the anticipated costs and revenues, the projected schedule for completing the project, and an illustration of the project as it is currently defined.
- **Financial Plan (Section IV)**
The Authority's financing strategy is outlined and discussed in this section, including cash flow statements.
- **Master Program Schedule (Section V)**
The overall program schedule and individual project schedules are included in this section of the Plan.
- **Appendices (Section VI)**
The organization chart for the Alameda County Transportation Authority and common definitions used in the Plan are included in this section.

C. PROJECTS

The Expenditure Plan, adopted by Alameda County voters in November 1986, included a dedicated list of capital projects which are referenced herein:

- I-880 Nimitz Freeway
- Route 238 - Hayward Bypass⁽¹⁾ (2)
- Mission Boulevard improvements⁽¹⁾ (2)
- Route 84 - between I-880 and State Route 238⁽¹⁾ (2)
- Airport Roadway⁽²⁾
- Route 13/Route 24 interchange
- I-580/I-680 interchange (2)
- Route 84 - Livermore⁽²⁾
- BART extensions to Dublin - Pleasanton and to Warm Springs
- San Leandro local improvements

(1) These three projects are listed in the Expenditure Plan as one combined project.

(2) These projects require Local Match Contributions.

D. EXPENDITURE PLAN REQUIREMENTS

In addition to detailing the specific capital projects and programs, the Expenditure Plan also contains certain requirements, which are described below.

- The duration of the sales tax collection is fifteen years. Measure B revenues derive from the one-half cent county sales tax collected from April 1, 1987 to March 31, 2002.
- All projects carry a number one priority.
- The following projects require Local Match contributions:
 - Route 238 Hayward Bypass
 - Mission Boulevard Improvements
 - Route 84, between I-880 and State Route 238
 - Airport Roadway
 - I-580/680 Interchange
 - Route 84 Livermore

For projects where local match contributions are required, the Measure mandates that these projects will not be built without local match agreements, with the exception of Route 84 in Livermore. Furthermore, the Measure indicates the local match money will come from local sources, not State or Federal money, except in the case of BART. In 1995, the Authority reviewed the application of this requirement, and found that allowing local match sources from Federal and State funds that are available to local jurisdictions, but not to the Authority, such as State gas tax subventions and ISTEA guarantee funds, can be used as local match contributions.

E. PROJECT COST ASSUMPTIONS AND MODIFICATIONS

Cost estimates are based on information provided by the project sponsors and Authority design consultants as of Spring, 1997. Estimates include project development costs, costs for acquiring necessary rights-of-way and utilities, including easements, and construction costs. Construction costs may include construction engineering, surveying and administration costs. Preliminary engineering, environmental studies, and operation and maintenance costs are typically not included, since these costs are the responsibility of the project sponsor. However, where the Authority has had to assist in funding preliminary engineering and environmental documentation to keep projects on schedule, these costs are shown.

- The Strategic Plan lists the scope of each project as generally described in the 1986 Expenditure Plan and as further defined by the project sponsor for environmental and preliminary engineering studies and final design activities.
- Where total available funds are less than the amount required to complete the Expenditure Plan Project, a usable initial phase of the project is projected to be funded. The initial phase project is developed based on scope, cost, and schedule data provided by each project sponsor. However, project payment schedules have been modified where necessary to meet total available revenues.
- Project cost escalation is assumed at 3.5 percent per year. This rate is reviewed and adjusted with each new Strategic Plan. Cost escalation is carried to the midyear of construction for projects that have not begun the design phase or will not be awarded in the fiscal year. However, where a specific alignment or alternative for a project has not been selected, due to lack of environmental clearance, no escalation is applied.
- For projects that do not have completed environmental documentation or for which costs estimates are not clearly defined, Expenditure Plan contribution amounts are used for total project costs.

F. FUNDING ASSUMPTIONS

In addition to sales tax revenue, funding sources available to the Authority include: the State Funds programmed in the State Transportation Improvement Program (STIP) as Flexible Congestion Relief funds (FCR), State Highway Account funds (SHA), funds from the Soundwall Payback Program (SPP), Transportation System Management funds (TSM), State Highway Operation Protection Program (S.H.O.P.P.), and funds from the State Local Transportation Partnership Program (SLTPP), which matches non-State funds; Federal Funds, such as Combined Road Program (CRP) funds purchased to leverage the Measure B sales tax revenues, various sources of funds from the Intermodal Surface Transportation Efficiency Act (ISTEA), such as Surface Transportation Program (STP) funds, and Congestion Mitigation Air Quality (CMAQ) funds and Demonstration Funds, specified in the Surface Transportation Act or ISTEA; Local Matching Funds from local agencies; and finally, additional funds from local sources.

The following funding assumptions have been made in the 1997/1998 Strategic Plan:

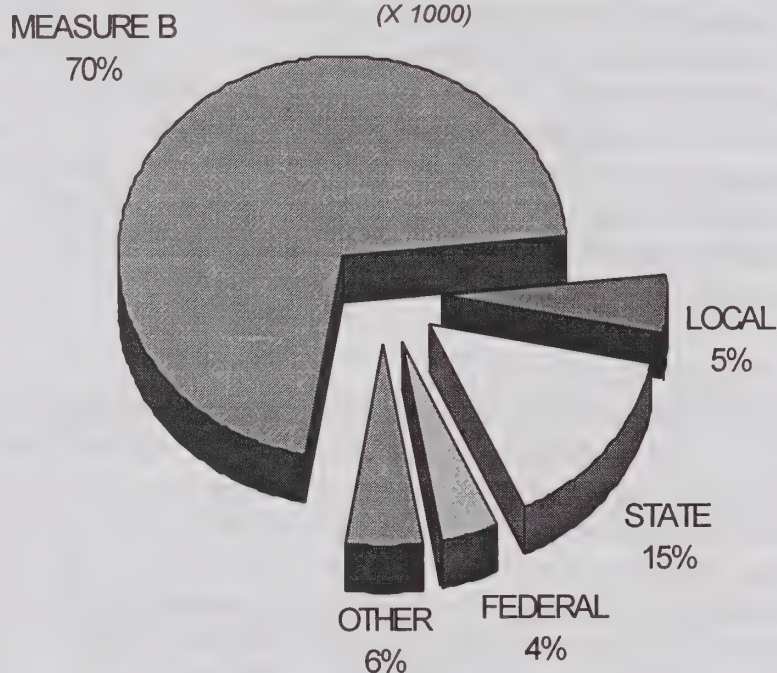
- **Anticipated Sales Tax Growth**
Sales tax revenue growth is projected at 7.0 % in the 1996/1997 fiscal year, 4.75% for the 1997/1998 fiscal year, and at 4.0% thereafter until March 2002, when the 1/2 cents sales tax collection terminates. The Authority has shown an average annual sales tax growth rate from 1988 through 1996 of 5.1%.
- **State Transportation Improvement Program (STIP)**
Approximately \$78 million in STIP funds were approved in 1990, to address the funding shortfall for the I-880 corridor projects anticipated at that time. In following STIPs, additional funds were approved for the Route 238 Hayward Bypass, and some of the I-880 projects in Fremont. At present, it is estimated that the STIP is significantly underfunded, due to seismic retrofit needs. The State funding situation may make it difficult for the Authority to capture significant additional funds. In 1995, CTC reiterated their commitment of STIP funds for projects in the I-880 corridor. So far, CTC has approved nearly \$52.5 million for specific I-880 projects. Another \$50 million is anticipated for the I-880 corridor. In addition to the STIP funds in the I-880 corridor, it is anticipated that sales of excess right of way will augment the STIP funds to a total of approximately \$126 million.

- **State Local Transportation Partnership Program (SLTPP) Funding**
This program provides State matching funds up to an annual statewide limit of \$200 million for projects open to traffic (design, right-of-way and non-capacity projects such as soundwalls are not included). In trying to maximize the receipt of STIP funds, the Authority was faced with a reduction of SLTPP funds. The estimates in the Plan are conservative for near term funds, and optimistic for future years. The Plan assumes that the SLTPP program will continue, which is optimistic, but reduces the match rate down to 5 %, which is considerably lower than what the Authority has received in past years. The State budget included \$100 million for SLTPP in 1995/1996. Already, ACTA has received approximately \$15 million from this program. If the program continues, ACTA could receive an additional \$13-\$26 million.
- **Initial Phase Financing**
In late 1992, the Authority issued \$162.5 million of Sales Tax Revenue Bonds at a True Interest Cost of 5.23 percent. The serial bonds range in maturity from one to nine years. Net proceeds to construction (after establishment of a reserve bond fund and repayment of the 1988 Bond anticipation notes) amounted to approximately \$98.5 million. The financing has helped keep projects from slipping due to constraints of funding availability. In January 1997, the Authority issued \$90 million of Sales Tax Revenue Bonds at a True Interest Cost of 4.44%. The serial bonds range in maturity from one to five years. Net proceed to construction amounted to approximately \$89.2 million.
- All remaining local match contributions will be received at the latest in the year 2001/2002, unless agreements have been adopted that would provide earlier reimbursements. Staff are in the process of developing the remaining agreements. To date, a total of \$13.3 million has been received for local match contributions. Total outstanding local match requirements are over \$36.6 million for all projects with required local match contributions. Still to be determined are the local match contributions for the Route 84 in Fremont/ Union City project, and for the right-of-way and construction phases of the Mission Boulevard widening project.

G. SCHEDULE

Project schedules are based on information provided by project sponsors and Authority design consultants as of Spring, 1997. The schedules reflect the proposed initial phase of the project in cases where the project has been defined as an initial phase usable segment. The Strategic Plan will be updated as necessary to address significant changes in the Measure B program.

**1997/1998 STRATEGIC PLAN
PROJECT FUNDING SOURCES**



CAPITAL PROJECTS	Measure B funds	Local Match funds	State Funds	Federal Funds	OTHER Funds	TOTAL Funds
I-880 Nimitz Freeway	172,909	0	122,773	39,642	59,974	395,298
Route 238-Hayward Bypass	99,251	9,100	24,965	0	0	133,316
Route 238-Mission Boulevard	21,392	2,300	696	0	0	24,388
Route 84 - Fremont	56,033	8,600	2,750	0	0	67,383
Airport Roadway	62,472	17,000	2,240	0	0	81,712
Routes 13/24 Interchange	26,698	0	3,250	0	0	29,948
I-580/680 Interchange	112,652	10,000	3,617	4,331	0	130,600
Route 84 - Livermore	26,938	3,000	1,062	0	0	31,000
BART - Dublin Canyon	170,000	0	0	0	0	170,000
San Leandro Improvements	13,032	0	1,048	0	0	14,080
TOTAL FUNDS	\$761,377	\$50,000	\$162,401	\$43,973	\$59,974	\$1,077,725

State Funds

S.T.I.P.

S.L.T.P.P.

T.S.M.

S.H.Q.P.P.

Description

State Transportation Improvement Program

State Local Transportation Partnership Program

Transportation System Management

State Highway Operation Protection Program

Federal Funds

C.R.P.

S.T.P.

I.S.T.E.A.

C.M.A.Q.

Description

Combined Road Program

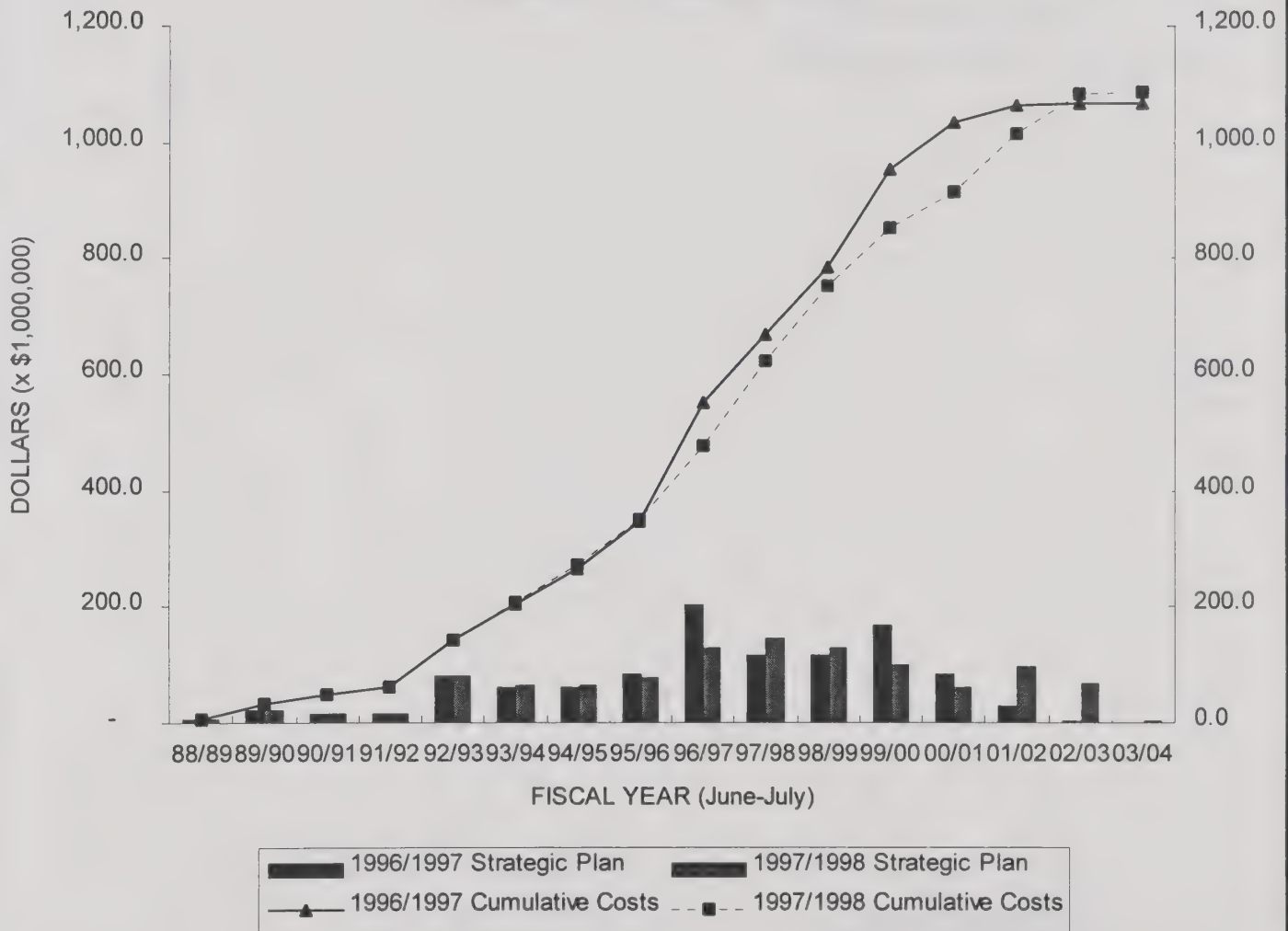
Surface Transportation Program

Intermodal Surface Transportation Efficiency Act

Congestion Mitigation Air Quality

1997/1998 Strategic Plan

Comparison vs. 1996/1997 Plan



Plan/Fiscal Year	88/89	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
96/97 Plan																
	7.4	23.7	16.0	15.0	79.7	62.4	60.8	82.9	202.9	117.4	116.6	167.4	82.9	27.7	3.4	-
CUM	7.4	31.1	47.1	62.1	141.8	204.2	264.9	347.8	550.7	668.1	784.7	952.0	1,035.0	1,062.6	1,066.0	1,066.0
97/98 Plan																
	7.4	23.7	16.0	15.1	79.7	65.0	64.1	78.3	128.7	145.9	128.6	101.4	61.9	98.3	67.6	4.5
CUM	7.4	31.1	47.1	62.2	141.9	206.8	271.0	349.3	478.0	623.9	752.5	853.9	915.8	1,014.1	1,081.7	1,086.2

Section II
***Background of the
Measure B Program***



Alameda
County
Transportation
Authority

II. BACKGROUND OF MEASURE B PROGRAM

On August 5, 1986, the Alameda County Board of Supervisors voted to place a \$990 million transportation expenditure plan on the November ballot. The measure, increasing the county sales tax from 6.5 to 7 percent for 15 years, was made possible by Senate Bill 878 (Boatwright). The bill, which became law in June 1986, allows any of the nine Bay Area Metropolitan Transportation Commission (MTC) counties to ask voters to levy a sales tax of up to 1 percent to pay for transportation projects. The bill required that the projects be identified before citizens voted on the measure.

The Expenditure Plan was developed by the Alameda Countywide Transportation Committee. After a series of public hearings and approval by a majority of the cities representing a majority of the population, the Board of Supervisors placed the measure on the November 1986 ballot.

Upon voter approval, a new administering agency, the Alameda County Transportation Authority, was set up to disperse the funds and manage the program. This Authority is charged with overseeing contracts, coordinating with Caltrans and other project sponsors, and arranging financing. The composition of the Authority is as follows:

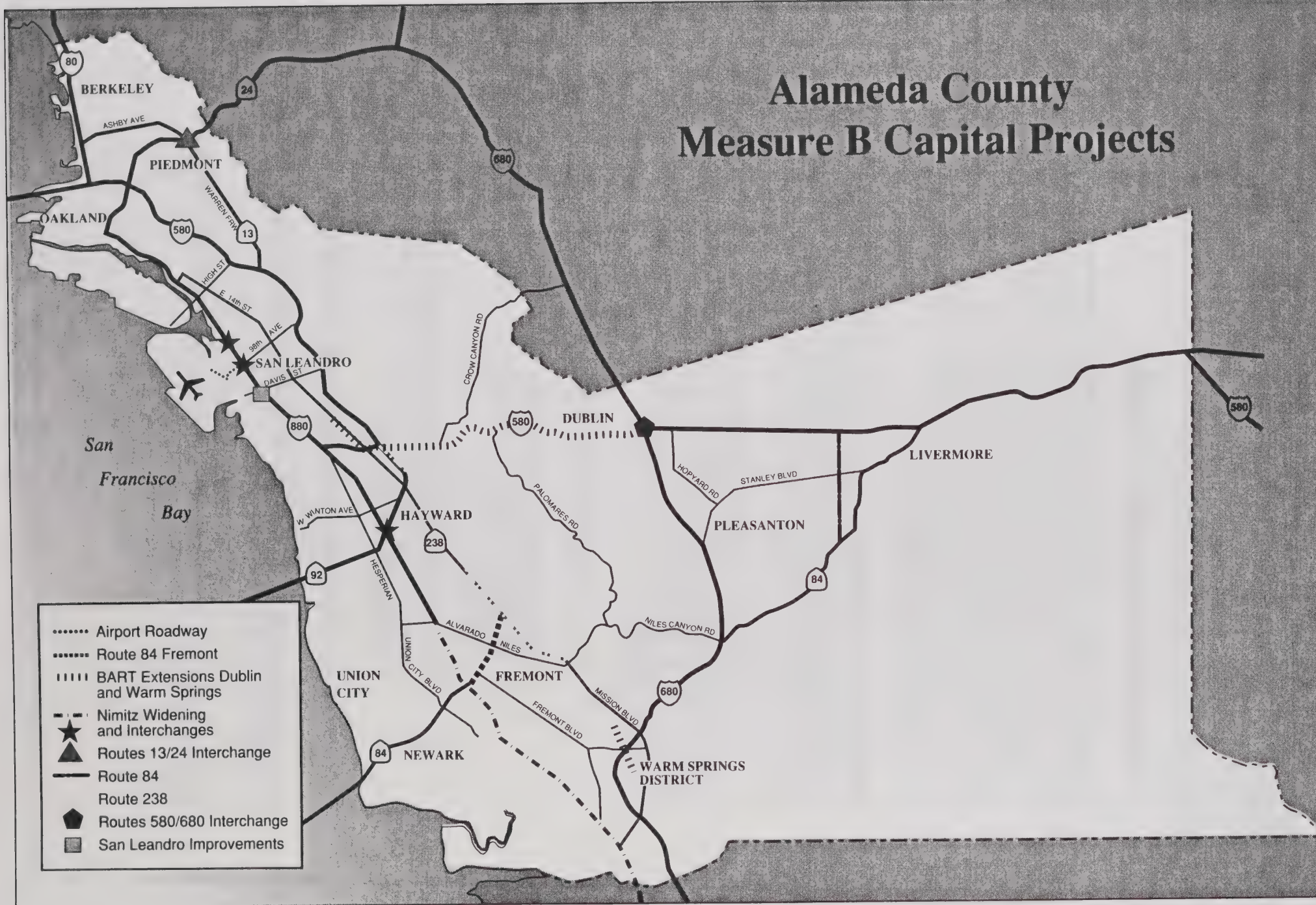
- 5 members of the Board of Supervisors
- 2 representatives appointed by the Mayors' Conference from the cities of Hayward, Fremont, Newark, Union City, Pleasanton, Livermore, and Dublin.
- 1 representative appointed by the Mayors' Conference from the cities of San Leandro, Oakland, Alameda, Albany, Berkeley, Emeryville, and Piedmont.
- 1 representative designated by the Mayor of Oakland.

Each representative must be an elected official. Administration of the Authority is funded by the sales tax revenues.

Prior to completion of the Measure B program, the Authority is required to develop another Expenditure Plan.

Alameda County Measure B Capital Projects

- Airport Roadway
- Route 84 Fremont
- ||||| BART Extensions Dublin and Warm Springs
- - - Nimitz Widening and Interchanges
- ★ Routes 13/24 Interchange
- ▲ Routes 84
- Route 238
- ◆ Routes 580/680 Interchange
- San Leandro Improvements



Section III
Capital Construction
Program



Alameda
County
Transportation
Authority

III. CAPITAL CONSTRUCTION PROGRAM**A. PROGRAM APPROACH**

The original statement of projects to be funded by Measure B tax revenues was the August 1986 Alameda County Transportation Expenditure Plan. This plan was incorporated in the successful November 1986 ballot measure authorizing the one-half cent sales tax increase. The Expenditure Plan projected tax revenues of \$990 million over the fifteen-year span of the program. Over 65% of the sales tax funds are allocated to the ten major capital projects.

The Expenditure Plan recognized that the sales tax revenue would need to be supplemented by local, state, and federal funds in order to build the projects identified in the plan. As an example, in the Expenditure Plan it was anticipated that \$72 million in local matching funds and \$52.8 million in state funds were needed to complete highway projects, and an additional \$395 million would be needed for BART's projects.

In the several years since the Expenditure Plan was adopted, project scopes, cost estimates, schedules and funding sources have been further refined. The design and environmental review processes have provided a clearer understanding of what is required to implement each of the projects.

Where project costs have increased, these changes were due to unforeseen environmental issues and mitigation measures, geometric design revisions, adverse site conditions, and additional right-of-way or utility requirements. Some cost increases are a result of inaccurate estimates originally included in the 1986 Expenditure Plan. For these reasons, the project scopes for some of the projects have been revised to identify an initial phase of the project that is usable and can be delivered within available funding and the life of the Measure B Program. In some cases the initial usable project costs are substantially more than was anticipated in the Expenditure Plan. The Authority and the Project Sponsors are working closely to identify and aggressively pursue other available fund sources to address these funding shortfalls.

Project cost escalation is assumed at 3.5 percent per year. This rate is reviewed and adjusted with each new Strategic Plan. Cost escalation is carried to the midyear of construction for projects that have not begun the design phase or will not be awarded in the fiscal year. However, where a specific alignment or alternative for a project has not been selected, due to lack of environmental clearance, no escalation is applied. Escalation costs may be offset by increases in revenues as well as better estimates made at the completion of design.

While costs have increased, total available funding has also increased. The current sales tax revenue projection totals approximately \$1.07 billion, which is \$83 million more than the original estimate of \$990 million. The probability of funding from other sources has also improved. In addition to the increased State funding (currently anticipated to be almost \$162 million — more than twice what was anticipated in the Expenditure Plan), new Federal funds are now available from the Intermodal Surface Transportation Efficiency Act (ISTEA) — with their inclusion, we expect to receive over \$44 million from Federal fund sources.

However, comparing the cost estimates of the projects to the current projections of funding from all identifiable sources, it is apparent that the available funds will fall short of what is needed to build the projects in their entirety as described in the 1986 Expenditure Plan. Therefore, the Strategic Plan program approach, as limited by projected funds, is to define and fund an affordable initial phase of each project. The initial phase will consist of all design, right-of-way acquisition, and construction necessary to accomplish a completely usable and beneficial portion of the project defined in the Expenditure Plan, within currently known funding constraints. Funding is constrained to the current best estimate of projected sales tax revenue, local match money, and external funding. Subsequent phases may be necessary to complete the projects as originally proposed in the Expenditure Plan.

The initial phase project approach conforms to current funding constraints and produces usable improvements within the "Measure B" time frame. The initial phase of each project has been developed based on information regarding the scope, cost, and schedule provided by the project sponsors. The cost estimates reflect a degree of confidence consistent with each project's stage of development.

Some projects are under construction, while others are in the preliminary engineering and environmental review process. As projects progress towards completion, the accuracy of the cost estimates will become more certain. All cost estimates are based on project descriptions as listed in Section IIIC.

A major challenge in the next fiscal year will be to work with the Project Sponsors to complete the environmental documents for the projects currently in the environmental phase, and proceed into final design. The challenge on the Hayward Bypass and Route 84 Fremont projects will be to refine the scopes of the projects and proceed with environmental clearance on projects that can be delivered within the budget and time frame of the Measure B program. The environmental documents are proceeding well on the Route 92/880 Interchange and the Airport Roadway projects.

The total initial phase Capital Improvement Program is funded by a combination of Measure B funds, local matching funds, and funds from external sources. As other funds, such as ISTEPA, become available in the future, there may be opportunities to expand the scope of the initial phase projects. Thus, these initial phase project descriptions are considered to be the low end of what is achievable. The Strategic Plan will be updated annually or as necessary to reflect funding changes.

B. PROJECT LIST
Project Sponsor

Project

Project Number
Caltrans
Interstate 880 improvements

- | | |
|---|--------|
| • I-880 Widen Freeway from eight to ten lanes: County Line to Route 262 (P.M. 0.0/2.3) (completion phase project) | MB105 |
| • I-880 Widen Freeway to eight lanes: South of Decoto Interchange to North of Alvarado-Niles Interchange (P.M. 9.7/13.0) (construction) | MB 113 |
| • I-880 Corridor Wide Landscaping (design) | MB114 |
| • I-880 Auxiliary Lanes (SB): Route 262 to Fremont Boulevard and Durham Road to Mowry Avenue (P.M. 2.8/7.0) (completed) | MB115 |
| • I-880 Wetlands Mitigation Project (P.M. 10.2) (constructed; in mitigation monitoring) | MB116 |
| • I-880 Soundwalls (NB): Automall Parkway (Durham Road) to Central Avenue (P.M. 4.7/8.3)(completed) | MB120 |
| • I-880 Soundwalls (NB & SB): Thornton Avenue to Decoto Road (P.M. 8.9/10.3)(completed) | MB125 |
| • I-880 Soundwalls (NB): Alvarado-Fremont to Alvarado-Niles Road (P.M. 11.9/12.8) (completed) | MB130 |
| • I-880 Widen Freeway to eight lanes: County Line to Route 262 (P.M. 0.0/2.3) (has been combined with MB 196) | MB135 |
| • I-880 Modify Stevenson Boulevard Interchange and Widening (P.M. 2.5/6.9)(construction) | MB140 |
| • I-880 Modify Mowry Avenue Interchange and Widening (P.M. 6.9/8.5) (completed) | MB145 |
| • I-880 San Francisco Aqueduct Protection (completed) | MB146 |
| • I-880 Reconstruct Central Avenue Overcrossing (P.M. 8.3)(completed) | MB150 |
| • I-880 Reconstruct East Newark Railroad Underpass (P.M. 8.5)(completed) | MB155 |

B. PROJECT LIST (cont'd)Project Number

- I-880 Modify Thornton Avenue Interchange and Widening (P.M. 8.3/9.9) (construction) MB160
- I-880 Modify Alvarado-Fremont Interchange (P.M. 11.5)(construction) MB165
- I-880 Modify Alvarado-Niles Road Interchange (P.M. 12.5) (construction) MB170
- I-880 Alvarado-Niles Interchange Signalization (Completed) MB171
- I-880 Modify I-880/Route 92 Interchange (P.M.16.1) (environmental) MB175
- I-880 Modify 98th Avenue Interchange (P.M. 24.7) (construction) MB180
- I-880 Modify Hegenberger Road Interchange (P.M. 25.0) (construction) MB185
- I-880 Soundwalls (SB): Alameda Creek to Lowry Road (P.M. 11.8/12.0) (completed) MB190

City of Fremont/Caltrans

- I-880 Modify Automall Parkway Interchange (P.M. 4.3/5.4) (constructed; in plant establishment) MB192
- I-880 Modify Fremont Cushing Interchange (P.M. 3.3) (completed) MB194
- I-880 Modify Route 262 - Mission Boulevard Interchange and Widening to County Line (P.M.2.3/0.0) (environmental) MB196
- I-880 Modify Dixon Landing Road Interchange (P.M. 0.0) (environmental) MB198

Caltrans**Route 238 - Hayward Bypass** (environmental)

- Route 238: Unit 1 - 580/238 to D Street MB205
- Route 238: Unit 2 - D Street to Carlos Bee MB210
- Route 238: Unit 3 - Carlos Bee to Harder MB215

Mission Boulevard Widening (P.M. 3.3/9.3) (design)

MB220

Route 84 Fremont & Union City: I-880 to Mission Boulevard (environmental)

MB225

B. PROJECT LIST (cont'd)

	<u>Project Number</u>
<u>Interstate 580/Interstate 680 Interchange</u>	
• I-580/I-680: Widen Westbound to Northbound Ramp (completed)	MB305
• I-580/I-680: South to East Freeway to Freeway Connector (design)	MB310
• I-580/I-680: I-580 Widening from Hopyard to Hacienda (completed)	MB311
• I-580/I-680: Hopyard Road Structure (BART/ACTA, 50/50) (completed)	MB312
• I-580/I-680: SB680 Soundwalls (completed)	MB315
• I-580: Widen Freeway Tassajara Creek to Santa Rita Road (constructed; in plant establishment)	MB320
 <u>Route 13/Route 24 Interchange</u> (construction)	 MB505
<u>Route 24 Westbound Soundwall</u> (design)	MB510
 <u>City of Livermore/Caltrans</u>	
Route 84 Livermore (P.M. 18.0/28.5) (design)	MB405
 <u>BART</u>	
Dublin/Pleasanton Extension (DPX) (completed)	MB605
Warm Springs Extension (WSX) (on hold - funding shortfall)	MB610
 <u>Port of Oakland</u>	
Airport Roadway (environmental)	MB705
 <u>San Leandro</u>	
<u>Local Circulation Improvements (completed)</u>	
• Widen south side of Marina Boulevard from I-880 to San Leandro Boulevard, and realign Teagarden Street with Wayne Avenue	MB805
• Realign NB I-880 off ramp to EB Marina Boulevard (Funded and constructed by local developer)	MB810
• Widen north side of Marina Boulevard from I-880 to Clarke Street, and improve the Marina/Alvarado intersection	MB815
• Fairway Drive/Aladdin Avenue overcrossing of I-880	MB820
• Fairway Drive/Merced Street Intersection	MB820A
• Aladdin Avenue/Alvarado Street Intersection	MB820B
• Teagarden Street extension from Montague Avenue to Aladdin Avenue	MB825

Notes:

P.M. refers to post mile as measured on the highway.

M.B. refers to Measure B number. These numbers are used to identify projects within the work breakdown structure and cost coding system.

C. INITIAL PHASE PROJECT DESCRIPTIONS

1. Interstate 880 Improvements (Figure 1) (MB 110-198)

This project will widen the Nimitz Freeway, Interstate 880, from six to eight lanes from the Santa Clara County line to Alvarado-Niles Road in Union City, add auxiliary lanes, soundwalls, landscaping, wetlands mitigation and reconstruct interchanges. Additionally, the project includes improvements to the Hegenberger Road/I-880 and 98th Avenue/I-880 interchanges, and right-of-way acquisition for the Route 92/I-880 interchange. The project is being constructed in a series of twenty five separate construction projects, as well as the utility relocation contracts.

The improvements to interchanges at Auto Mall Parkway, Fremont-Cushing Boulevard, Mission Boulevard Interchange, and Dixon Landing Road will be built with a combination of state, local (City of Fremont) funds, and Measure B funds.

The project estimates include provisions for selected ramp metering and HOV bypass lanes. Functional landscaping will be provided at all interchanges to be improved.

Caltrans and the City of Fremont are the Project Sponsors.

Completed Projects

- I-880 Southbound Auxiliary Lanes: Route 262 to Fremont Boulevard and Durham Road to Mowry Avenue (MB 115)
- I-880 Wetlands Mitigation Project (MB 116)
- I-880 Soundwalls (NB & SB): Thornton Avenue to Decoto Road (MB 125)
- I-880 Soundwalls (NB): Automall Parkway to Central Avenue (MB 120)
- I-880 Soundwalls (NB & SB): Thornton Avenue to Decoto Road (MB 125)
- I-880 Soundwalls (NB): Alvarado-Fremont to Alvarado-Niles Road (MB 130)
- I-880 San Francisco Aqueduct Protection (MB 146)
- I-880 Reconstruct Central Avenue Overcrossing (MB 150)
- I-880 Reconstruct East Newark RR Underpass (MB 155)
- I-880 Alvarado-Niles Interchange Signalization (MB 171)
- I-880 Soundwalls (SB) Alameda Creek to Lowry Road (Citation Homes) (MB 190)
- I-880 Modify Mowry Avenue Interchange & Widening (MB 145)
- I-880 Modify Automall Parkway Interchange (MB 192) (City of Fremont)
- I-880 Modify Fremont Cushing Interchange (MB 194)(City of Fremont)

Projects Under Construction

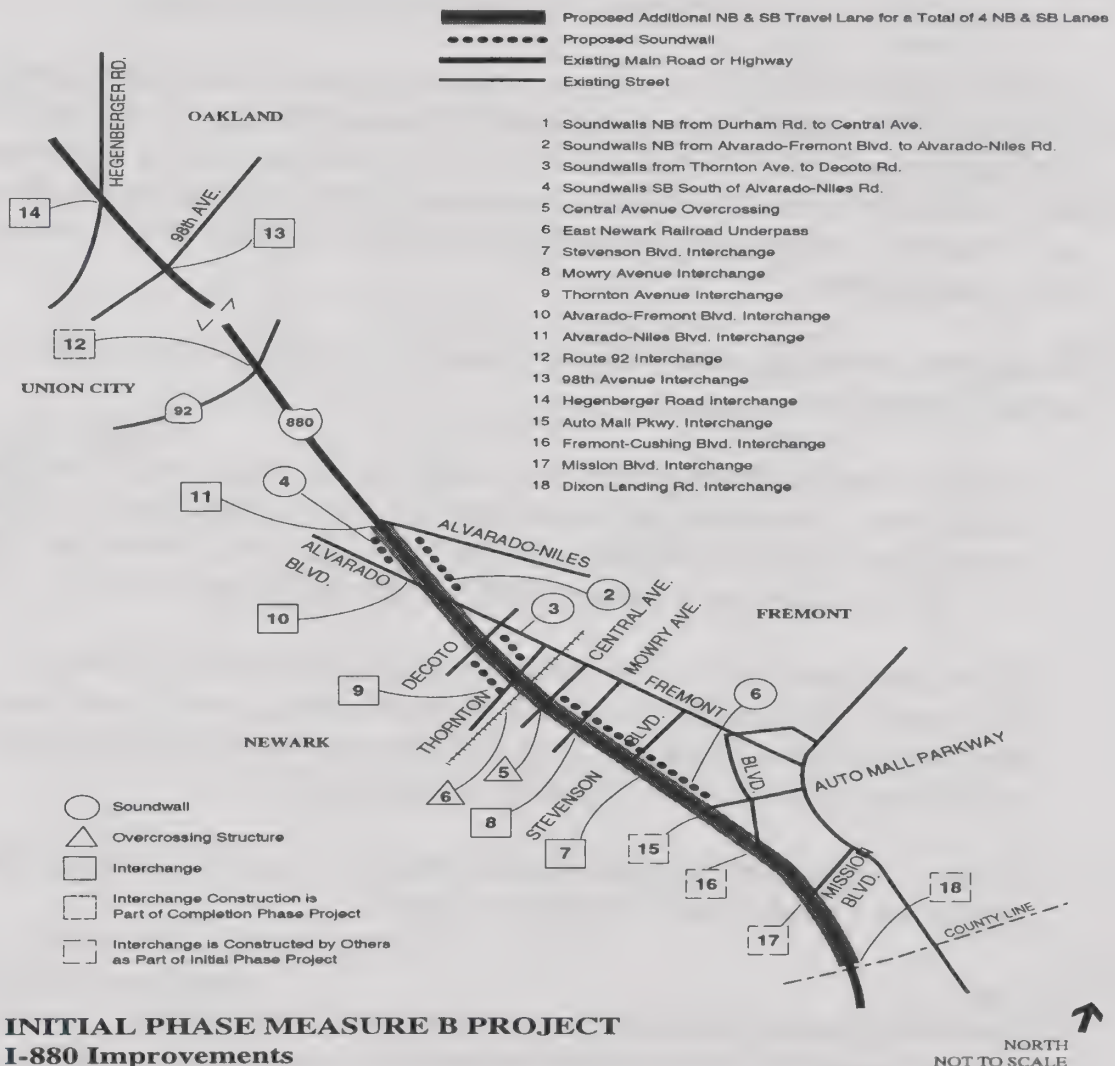
- I-880 Modify Thornton Avenue Interchange (MB 160)
- I-880 Modify 98th Avenue Interchange (MB 180)
- I-880 Modify Hegenberger Road Interchange (MB 185)
- I-880 Widening South of Decoto Interchange to North of Alvarado Niles Interchange (MB 113)
- I-880 Modify Stevenson Boulevard Interchange and Widening (MB 140)
- I-880 Modify Alvarado-Fremont Interchange MB 165)
- I-880 Modify Alvarado-Niles Road Interchange (MB 170)

Remaining Projects

- I-880 Corridor Wide Landscaping (MB 114)
- I-880 Modify I-880/Route 92 Interchange (MB 175)(environmental stage)
- I-880 Modify Route 262 - Mission Boulevard Interchange (MB 196)
Also includes widening to eight lanes from County line to Route 262
(formerly MB 135)(City of Fremont)
- I-880 Modify Dixon Landing Road Interchange (MB 198) (City of Fremont)

PROJECT: Interstate 880 Improvements

MB No.: 110-198



SUMMARY SCHEDULE

FISCAL YEAR (JULY TO JULY)

PHASE	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
Environmental												
Design												
Right of Way												
Construction												
Expenditure* Summary (\$ x mil. in 1997 Dollars)	\$20.8	\$27.8	\$27.3	\$38.5	\$78.9	\$67.8	\$22.5	\$41.1	\$18.7	\$22.2	\$3.3	\$0.0

* 34.8 in 88/89 to 91/92 FY's

COST ESTIMATE

Design	\$52.2
Right of Way	\$57.6
Construction*	\$294.0
* includes eng. env. and utilities	
	\$403.8
	(x \$1,000,000)

FUNDING

Measure B	\$172.9
Federal Funding	\$39.6
State Contributions	\$122.8
Other Sources	\$60.0
Shortfall	\$8.5
	403.8
	(x \$1,000,000)

2. Route 238 - Hayward Bypass (Figure 2) (MB 205, 210, 215)

This Project will construct a four-lane expressway east of, and approximately parallel to, the existing Route 238 (Foothill Boulevard/Mission Boulevard) from I-580 to Harder Road, with access ramps at "A" Street and Carlos Bee Boulevard. Improvements will be made at the intersections of Carlos Bee Boulevard and Mission Boulevard, and Harder Road and Mission Boulevard. Caltrans is the project sponsor.

Three other separately designed and funded projects will be constructed in this corridor. They are:

- 1) Eastbound I-580 and eastbound Route 238 connections to the proposed expressway. The design of the connections are completed and funds for construction are programmed in the 1997 TIP; however, construction will not occur until the expressway project is approved for construction.
- 2) Improvements at the intersection of Industrial Parkway and Mission Boulevard. The design of these improvements are currently under way as part of the Mission Boulevard Spot Improvement Project, construction is scheduled for March 1999. Funding is Measure B.
- 3) Improvements at Tennyson/Mission Intersection will be done by a developer if the proposed development proceeds.

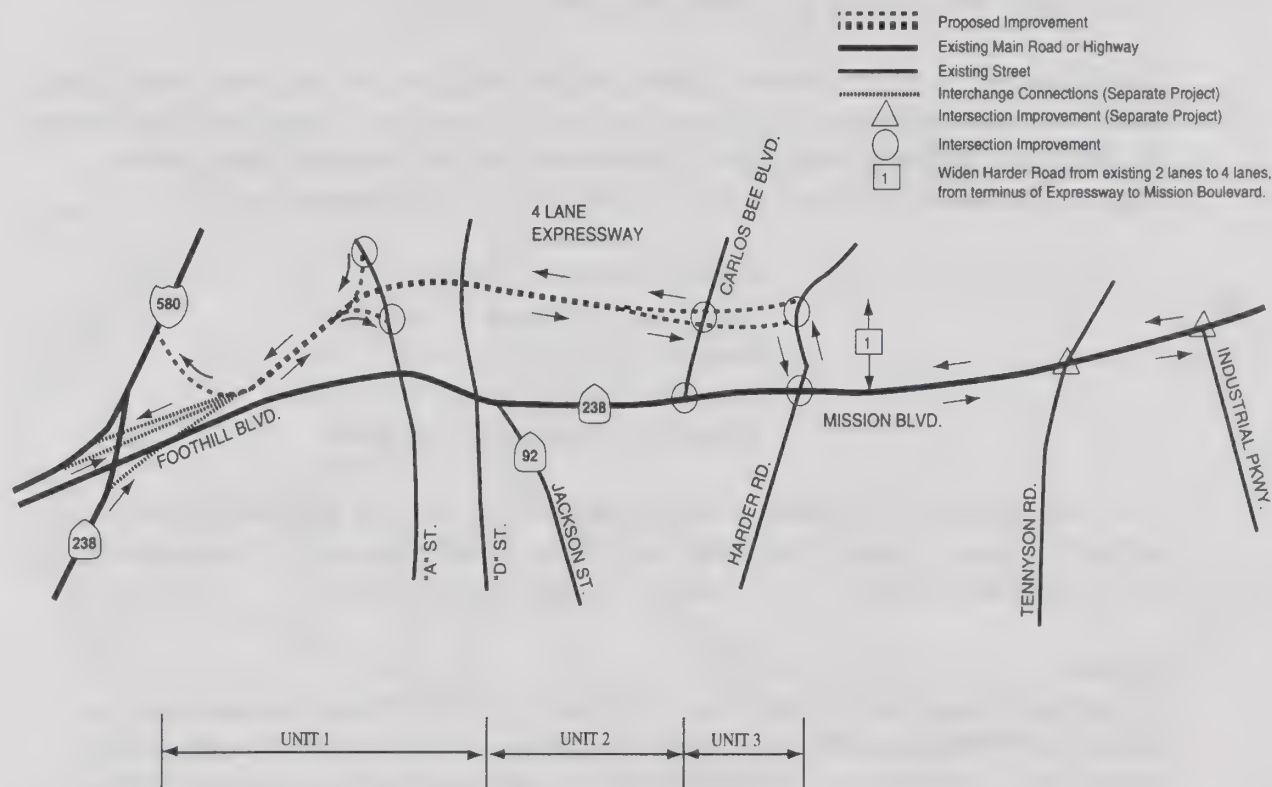
Status

Caltrans has released the Supplement to the Draft Environmental Impact Statement/Report (DEIS/R) for public review and comment in April 1996. The Preliminary Final EIS/R is scheduled to be delivered to the FHWA in Fall 1997 for review and comment, with Environmental approval in Spring 1998. The local match contribution has already been received from the City of Hayward through an Authority-approved credit for needed project right-of-way held by the City of Hayward and relocation costs. ACTA has had the understanding that Caltrans would complete the design, so minimal funds are programmed for this effort. In addition, there are additional Measure B funds to cover higher construction costs, reduction in SLTPP contributions, and anticipated lower funds from the State from sale of excess right-of-way.

The possibility of securing funds for the direct connector between westbound I-580 and southbound Route 238 and stages 2 and 3 of the Bypass are under discussion.

PROJECT: Route 238 - Hayward Bypass

MB No.: 205-215



INITIAL PHASE MEASURE B PROJECT
Route 238-Hayward Bypass

NORTH
NOT TO SCALE

SUMMARY SCHEDULE

FISCAL YEAR (JULY TO JULY)

PHASE	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
Environmental												
Design												
Right of Way												
Construction												
Expenditure* Summary (\$ x mil. in 01/02 Dollars) * 9.4 in 88/89 to 91/92 FY's	\$0.0	\$0.0	\$0.1	\$0.1	\$0.0	\$7.3	\$8.4	\$2.7	\$17.0	\$70.0	\$18.3	\$0.3

COST ESTIMATE

Design	\$0.1
Right of Way	\$20.4
Construction	\$105.3
Environmental	\$0.3
Consent Decree	\$7.2
	\$133.3
	(x \$1,000,000)

FUNDING

Measure B	\$99.2
Federal Funding	\$0.0
State Contribution	\$25.0
Other Sources	\$9.1
Shortfall	\$0.0
	\$133.3
	(x \$1,000,000)

3. Mission Boulevard Widening (Figure 3) (MB 220)

The Expenditure Plan project is described as widening to six lanes from Industrial Parkway in Hayward to Mowry Avenue in Fremont. The project consists of intersection widening and adding additional turn and through lanes along Mission Boulevard in the vicinity of the following five intersections:

- Mowry Avenue in Fremont;
- Niles Canyon Road in Fremont;
- Decoto Road in Union City;
- Whipple Road in Union City; and
- Industrial Parkway in Hayward

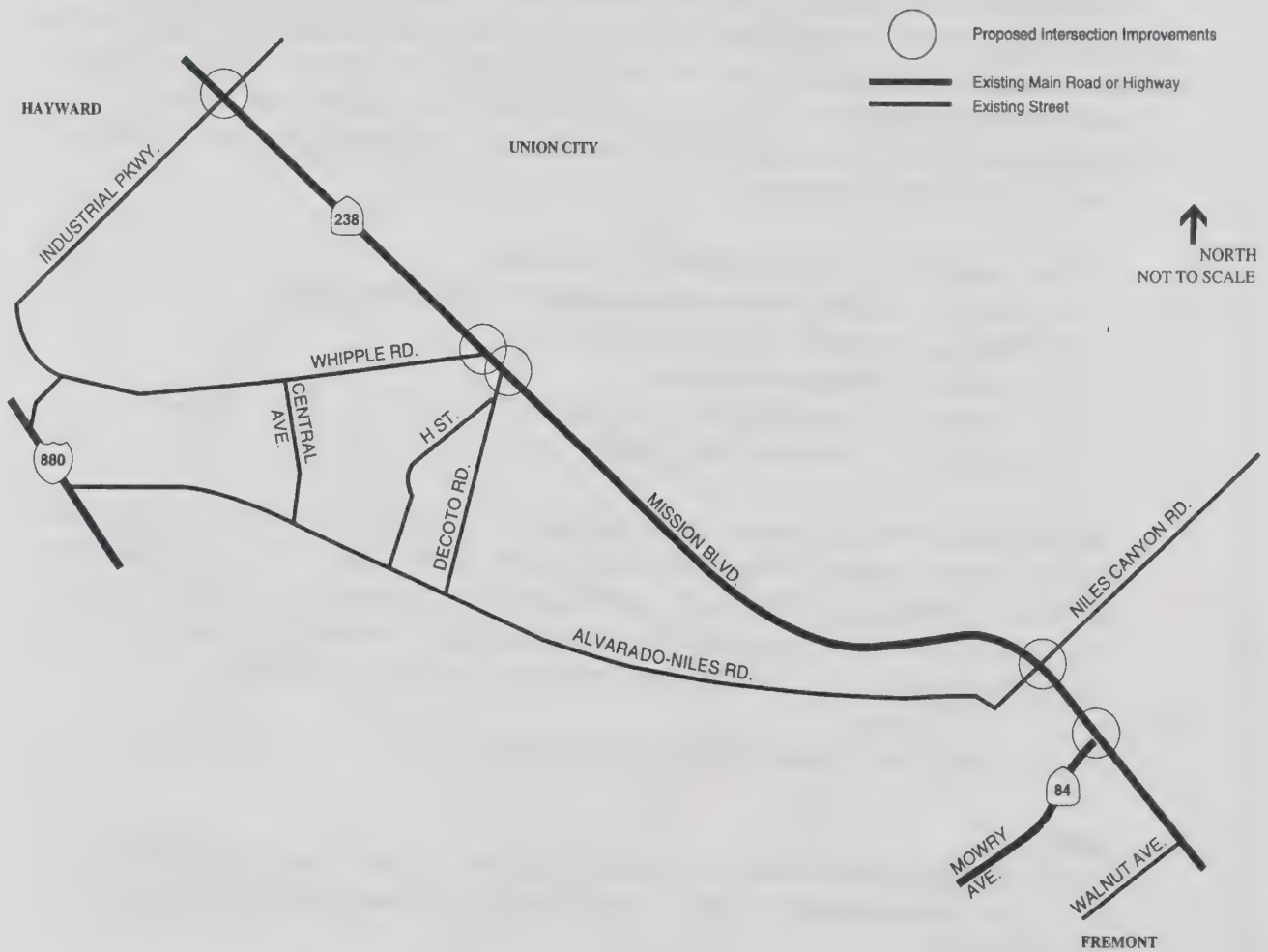
For Strategic Plan purposes, costs are based on revised estimates from the project sponsor. Expenditure Plan amounts are augmented by local matching and state partnership funds. Caltrans is the project sponsor.

Status

The project is currently in the design phase, with completion scheduled for December 1997. Local match agreements have been signed for design and right-of-way engineering. The remaining local match agreements for right-of-way acquisition and construction are being developed. The project will be constructed in three separate construction contracts, administered by the local city of ACTA.

PROJECT: Route 238 - Mission Boulevard

MB No.: 220



SUMMARY SCHEDULE

FISCAL YEAR (JULY TO JULY)

PHASE	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
Environmental												
Design												
Right of Way												
Construction												
Expenditure* Summary (\$ x mil. in 99/00 Dollars)	\$0.0	\$0.0	\$0.1	\$0.2	\$1.3	\$4.2	\$2.9	\$7.5	\$8.1	\$0.0	\$0.0	\$0.0

COST ESTIMATE

Design	\$3.0
Right of Way	\$6.2
Construction	\$15.1
Environmental	\$0.1
Total	\$24.4
	(x \$1,000,000)

FUNDING

Measure B	\$21.4
Federal Funding	\$0.0
State Contribution	\$0.7
Other Sources	\$2.3
Shortfall	\$0.0
Total	\$24.4
	(x \$1,000,000)

4. Route 84 Fremont & Union City (Figure 4) (MB 225)

The project will upgrade Route 84 between I-880 and Mission Boulevard. An alignment for this route has not been determined. Due to a Superior Court ruling, five different alignments (see adjacent map for the potential alignments) have been identified and are included in the Draft Environmental Document which was submitted to FHWA in June of 1995. The Draft Environmental Impact Statement/Report (DEIS/R), which was released in January 1997 for public review and comment.

The five alignment alternatives are as follows:

- 1) Transportation Systems Management (TSM) alternative
- 2) Existing Route 84 Upgrade alternative
- 3) Historic Parkway alternative
- 4) Decoto Parkway/Widening alternative
- 5) Industrial Expressway alternative

For Strategic Plan purposes, costs are assumed to be the original Expenditure Plan amounts augmented by local match and State Local Transportation Partnership Program (SLTPP) funds, until such time as the project alignment is defined and the environmental documentation is completed. No escalation of cost is included in the cash flow. Caltrans is the project sponsor.

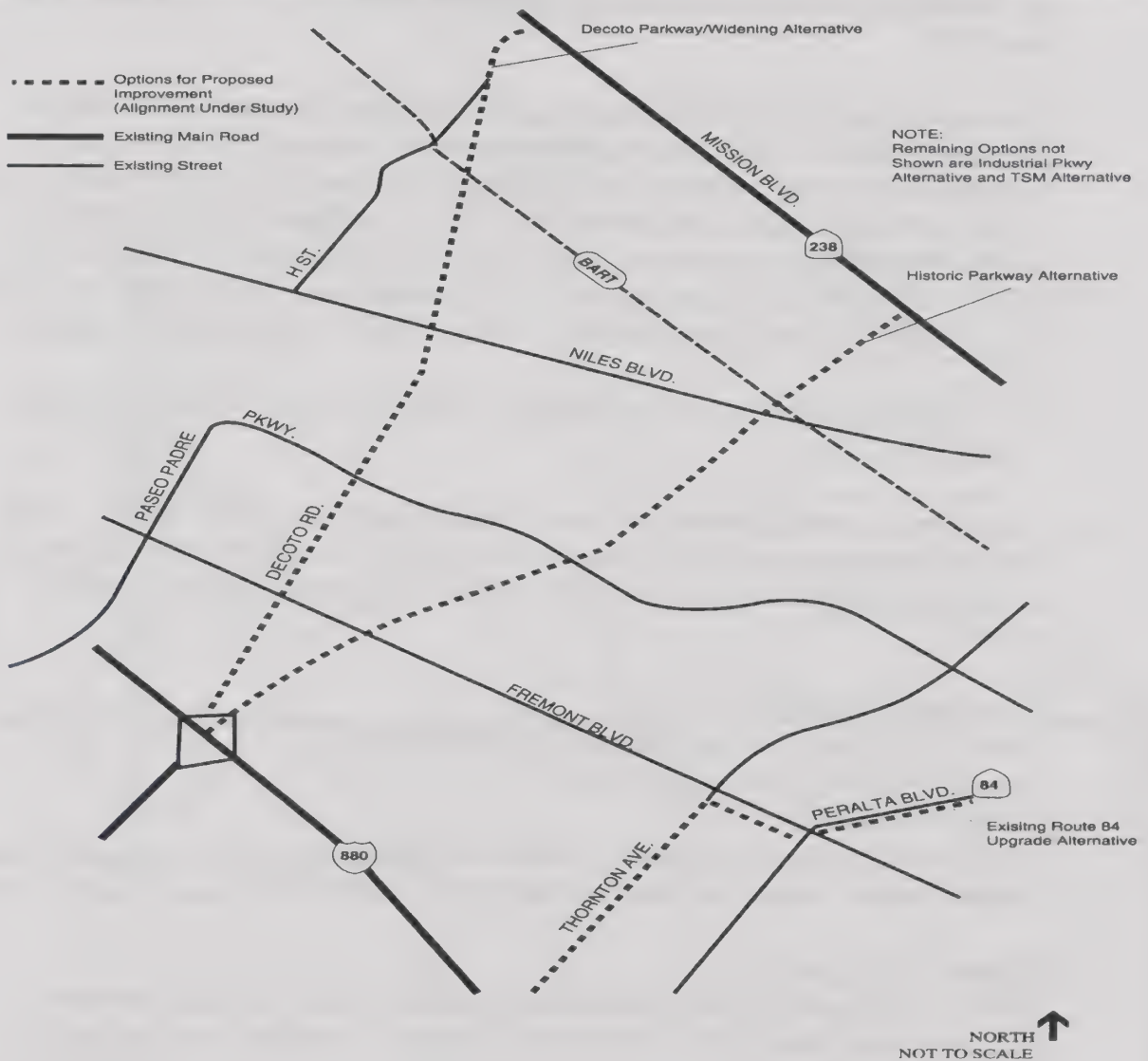
Project schedule is based sponsor information.

Status

A public hearing was held in February 1997 and a preferred alternative is scheduled for selection in 1997. Environmental clearance is scheduled for Spring 1998.

PROJECT: Route 84 - Fremont & Union City

MB No.: 225



SUMMARY SCHEDULE

FISCAL YEAR (JULY TO JULY)

PHASE	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
Environmental												
Design												
Right of Way												
Construction												
Expenditure* Summary (\$ x mil. in 1997 Dollars)	\$0.0	\$0.0	\$0.6	\$0.2	\$0.1	\$0.1	\$2.1	\$2.6	\$2.6	\$4.8	\$46.0	\$4.2

* 4.1 in 88/89 to 91/92 FY's

COST ESTIMATE

Design	\$7.5
Right of Way	\$4.1
Construction	\$55.0
Environmental	\$0.8
Total	\$67.4

(x \$1,000,000)

FUNDING

Measure B	\$56.0
Federal Funding	\$0.0
State Contribution	\$2.8
Other Sources	\$8.6
Shortfall	\$0.0
Total	\$67.4

(x \$1,000,000)

5. Interstate 580/680 Interchange (Figure 5) (MB 305, 310, 311, 312, 315 and 320)

This project will reconstruct a portion of the existing cloverleaf interchange. The major portion of this project will replace the southbound I-680 to eastbound I-580 loop with a direct southbound to eastbound connector ramp. This project will also separate the eastbound I-580 to northbound I-680 traffic from westbound I-580 to northbound I-680 traffic, the northbound I-680 to westbound I-580 traffic from southbound I-680 to westbound I-580 traffic, and widen the existing westbound to northbound ramp. Caltrans is the project sponsor.

This initial phase project will achieve the full project scope identified in the Expenditure Plan.

The current environmental document includes addition of hook ramps in the City of Dublin to serve the proposed West Dublin/Pleasanton BART Station and continuation of the access at the I-580 Dougherty-Hopyard Road interchange.

Completed Projects

Widen Westbound to Northbound Ramp (MB 305)

Hopyard Road Structure (MB 312)

I-680 Soundwalls (MB 315)

I-580 Widening from Hopyard to Hacienda (MB 311)

Widen Ramp - Tassajara Creek to Santa Rita Road (MB 320)

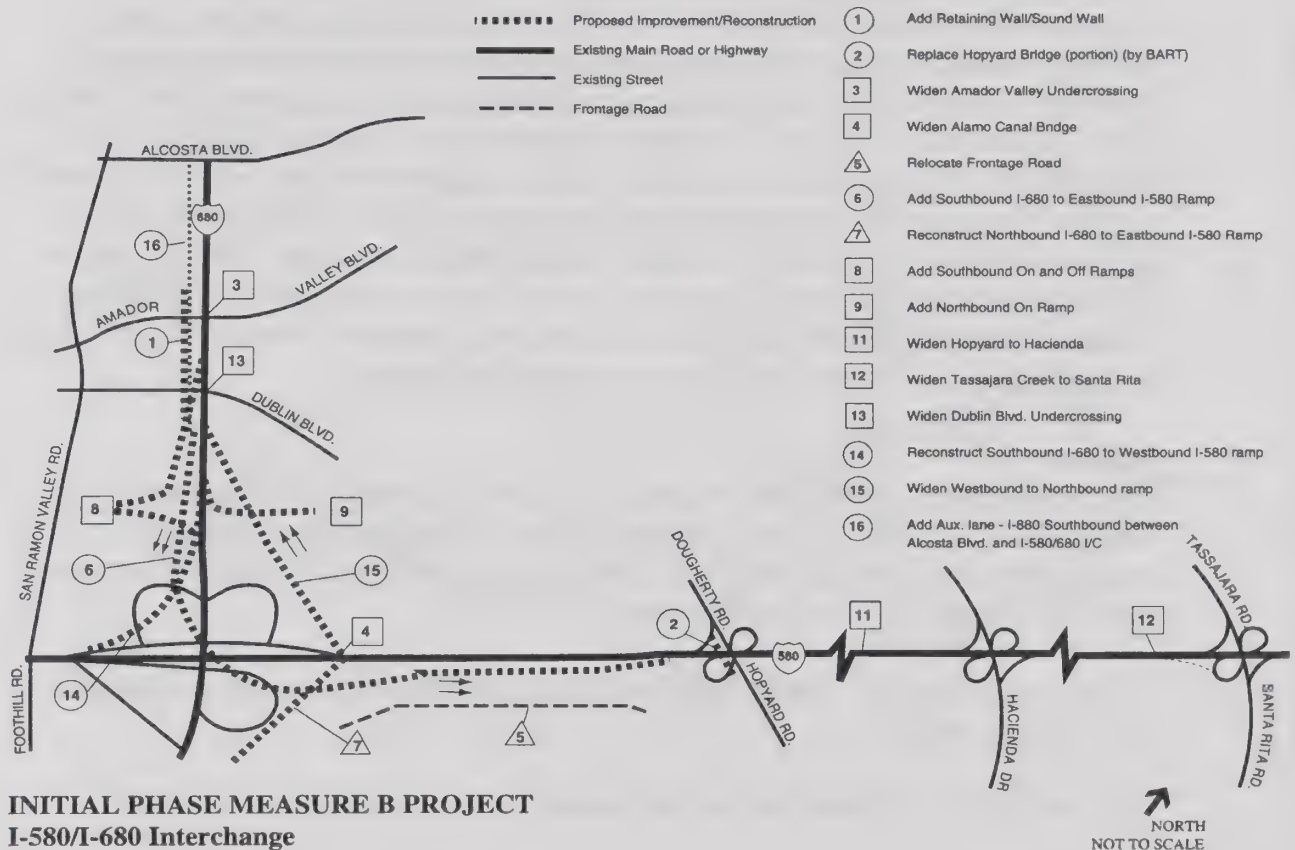
Remaining Projects

I-580/I-680 South to East Direct Connector (MB 310): The environmental document was approved in July 1996. Design is underway, and expected to be complete in mid-1997. Construction is scheduled to begin in 1998 following ROW acquisition.

A portion of the local match has already been received. Staff have secured all necessary local match commitments from various Tri-Valley jurisdictions.

PROJECT: Interstate 580/680 Interchange

MB No.: 305 - 320



SUMMARY SCHEDULE

FISCAL YEAR (JULY TO JULY)

PHASE	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
Environmental												
Design												
Right of Way												
Construction												

Expenditure* \$2.6 \$10.2 \$9.2 \$6.2 \$8.4 \$16.6 \$39.6 \$25.1 \$8.9 \$0.0 \$0.0 \$0.0

Summary

(\$ x mil. in 1997 Dollars)

* 3.9 in 88/89 to 91/92 FY's

COST ESTIMATE

Design \$21.5
Right of Way \$16.3
Construction* \$92.8

*includes eng. env'r & utils

\$130.6

(x \$1,000,000)

FUNDING

Measure B \$112.7
Federal Funding \$4.3
State Contribution \$3.6
Other Sources \$10.0
Shortfall \$0.0

\$130.6

(x \$1,000,000)

6. Route 84 Livermore (Figure 6)(MB 405)

This project will construct a two-lane road in the City of Livermore from Concannon Boulevard to Jack London Boulevard on an alignment parallel to existing Isabel Avenue plus operational improvements at the Airway Boulevard/I-580 Interchange. Sufficient right-of-way may be preserved in this project for a future six-lane facility. The City of Livermore has selected the "Eastern Underpass" alignment for the project. With that alignment, the Isabel Extension roadway will go under Stanley Boulevard and the U.P.R.R. tracks, then return to grade and cross over the relocated Arroyo Mocho channel. The developer for the Ruby Hill residential project will construct a two-lane roadway segment between Vallecitos Road and the Isabel Avenue/Vineyard Avenue Intersection. Caltrans and the City of Livermore are project sponsors.

Status

The design phase of the project has begun, and is expected to complete in early 1998. The City of Livermore would like to see the Isabel Extension project become State Route 84, so Caltrans is reviewing the design to ensure conformity with Caltrans specifications.

The Expenditure Plan allows all of the Measure B funds to be expended prior to the local match funds.

Portions of Expenditure Plan project constructed or contributed by others:

<u>Segment</u>	<u>Value Contributed</u>	
East Vallecitos Rd. to Vineyard Avenue	\$ 7 million	Const. scheduled for 97/98
Vineyard Avenue to Concannon Boulevard	\$ 1 million	Const. scheduled for 97/98
Concannon Boulevard to Jack London	\$ 5 million	Right of Way
Jack London to Airway Boulevard	\$ 0 million	Completed
Airway Blvd from Kitty Hawk Rd to I-580	\$ 1 million	City funds
Airway Blvd/I-580 Interchange	<u>\$ 6 million</u>	Right of Way
	\$20 million	

A Future Phase project will be the new Interchange at I-580, currently estimated at \$40 million.

PROJECT: Route 84 - Livermore

MB No.: 405



**INITIAL PHASE MEASURE B PROJECT
Route 84 Livermore**

NORTH
NOT TO SCALE

SUMMARY SCHEDULE

FISCAL YEAR (JULY TO JULY)

PHASE	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
Environmental												
Design												
Right of Way												
Construction												
Expenditure* Summary (\$ x mil. in 1997 Dollars)	\$0.0	\$0.1	\$0.2	\$0.7	\$1.0	\$6.3	\$10.1	\$12.7	\$0.0	\$0.0	\$0.0	\$0.0

COST ESTIMATE

Design	\$4.1
Right of Way	\$4.0
Construction*	\$22.9
*includes eng. envr & utils	
	\$31.0
	(x \$1,000,000)

FUNDING

Measure B	\$27.0
Federal Funding	\$0.0
State Contribution	\$1.0
Other Sources	\$3.0
Shortfall	\$0.0
	\$31.0
	(x \$1,000,000)

**7. Route 13/Route 24 Interchange (MB 505-Figure 7)
and Soundwall (MB 510)**

This project will provide two of the missing direct connections at the existing Route 13/24 Interchange in the City of Oakland and construct a soundwall along westbound Route 24. The existing partial interchange was constructed in 1972 and was not completed due to funding constraints. Traffic at this interchange must currently use city streets to travel from Route 13 to Route 24 and vice versa. Caltrans is the project sponsor.

The proposed initial phase project will construct the following missing movements:

- Eastbound Route 24 to southbound Route 13
- Northbound Route 13 to westbound Route 24

In addition to the initial phase project described above, Caltrans and ACTA have begun design of a soundwall on westbound Route 24. This will be a separate construction project.

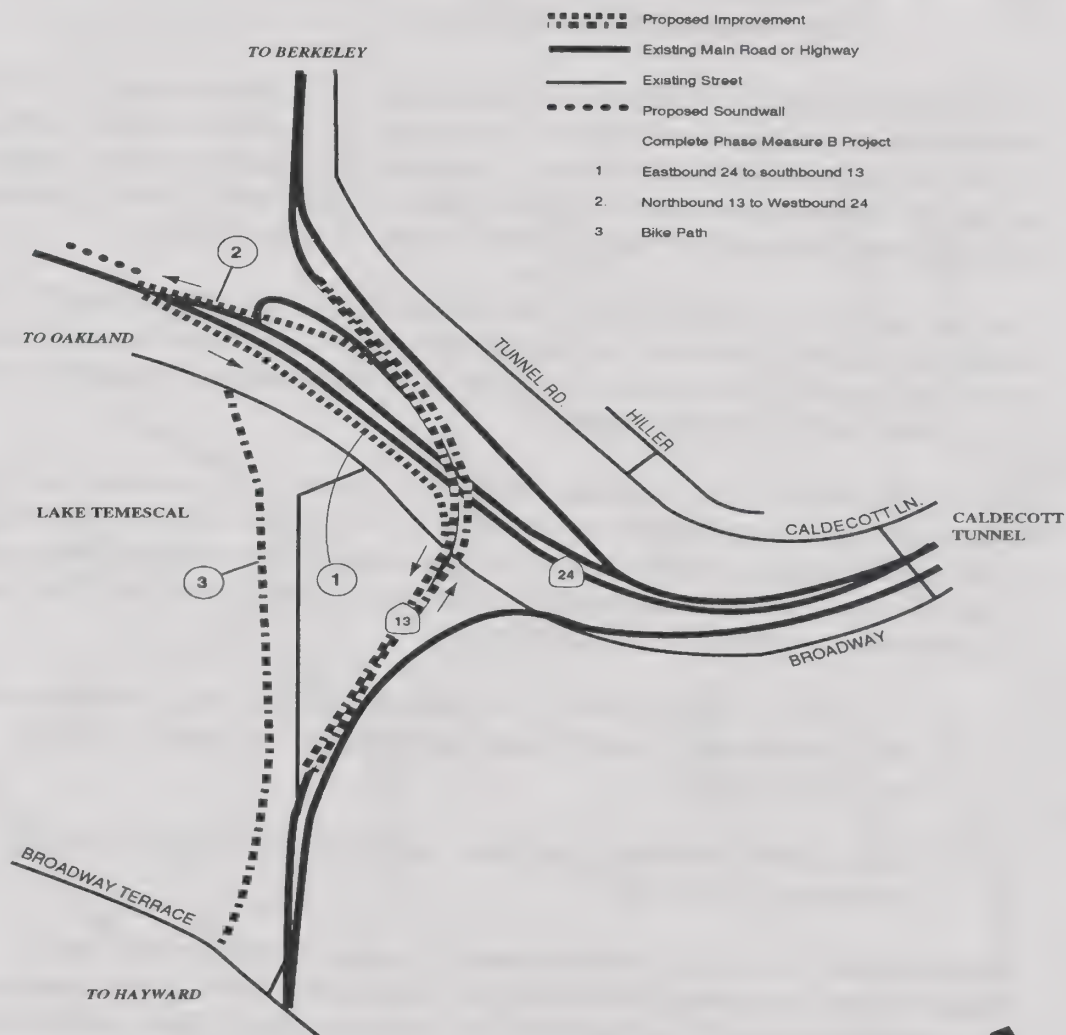
ACTA and Caltrans are also working with the surrounding neighborhoods to identify potential funding sources for landscaping in the vicinity of the Route 13/Route 24 interchange to mitigate the impacts of the Oakland Hills fire in 1991.

Status

The interchange project is under construction. Caltrans had recommended that a soundwall be constructed on westbound Route 24. ACTA has approved funds for the wall and design is underway.

PROJECT: Route 13/24 Interchange

MB No.: 505 and 510



INITIAL PHASE MEASURE B PROJECT
Routes 13/24

SUMMARY SCHEDULE

FISCAL YEAR (JULY TO JULY)

PHASE	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
Environmental												
Design												
Right of Way												
Construction												
Expenditure*	\$1.1	\$0.2	\$1.7	\$7.5	\$10.3	\$3.6	\$2.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Summary												
(\$ x mil. in 1997 Dollars)												
*3.0 in 88/89 to 91.92 FY's												

COST ESTIMATE

Design	\$4.6
Right of Way	\$0.1
Construction*	\$25.2
*includes eng, envr & utils	
	\$29.9
	(x \$1,000,000)

FUNDING

Measure B	\$26.7
Federal Funding	\$0.0
State Contribution	\$3.2
Other Sources	\$0.0
Shortfall	\$0.0
	\$29.9
	(x \$1,000,000)

8. BART Dublin/Pleasanton Extension, Warm Springs Extension, (Figure 8) (MB 605, 610 and 611)

This project consists of two BART rail extensions: the Dublin/Pleasanton Extension is from the existing Bayfair BART station in San Leandro running primarily along existing Route I-238 and I-580 right-of-way to a station to be located in East Dublin, with an intermediate station to serve Castro Valley; and the Warm Springs Extension is an extension from the existing Fremont BART station to Warm Springs.

The two extension projects are included in the Expenditure Plan and in MTC's Rail Extension Program, however, no Measure B sales tax revenue will be allocated to the Warm Springs extension (MB610) until the Dublin/Pleasanton Extension is fully funded and ready for implementation.

For the Dublin/Pleasanton Extension (MB 605), Caltrans has designed median widths to accommodate mass transit in the median of I-580 from easterly of Foothill Road in Dublin and Pleasanton to the I-580/I-238 Interchange. The adopted configuration provides for a two-station extension with stations in Castro Valley and East Dublin/Pleasanton with construction staged so that:

- ◆ Two stations, one of which is the Castro Valley Station at Norbridge Avenue, the second is the Dublin/Pleasanton Station at the former Southern Pacific rail crossing.
- ◆ A third station foundation has been constructed at the West Dublin/Pleasanton Station Site.

The extension line will tie in with the existing system at the Bay Fair Station. The tracks proceed south and turn east in the I-238 median, then continue east in the I-580 median where I-238 merges with I-580, with a station in Castro Valley and parking on the north side. The line continues at grade in the I-580 median to the Dublin/Pleasanton Station at the location of the former Southern Pacific rail crossing of I-580. Tail tracks behind the station extend east of the Station. Parking is located on both the north and south sides of the East Dublin Station/Pleasanton Station.

The proposed initial phase project scope has not changed from the original scope. BART will fund the project with additional revenues from other sources. BART is the project sponsor.

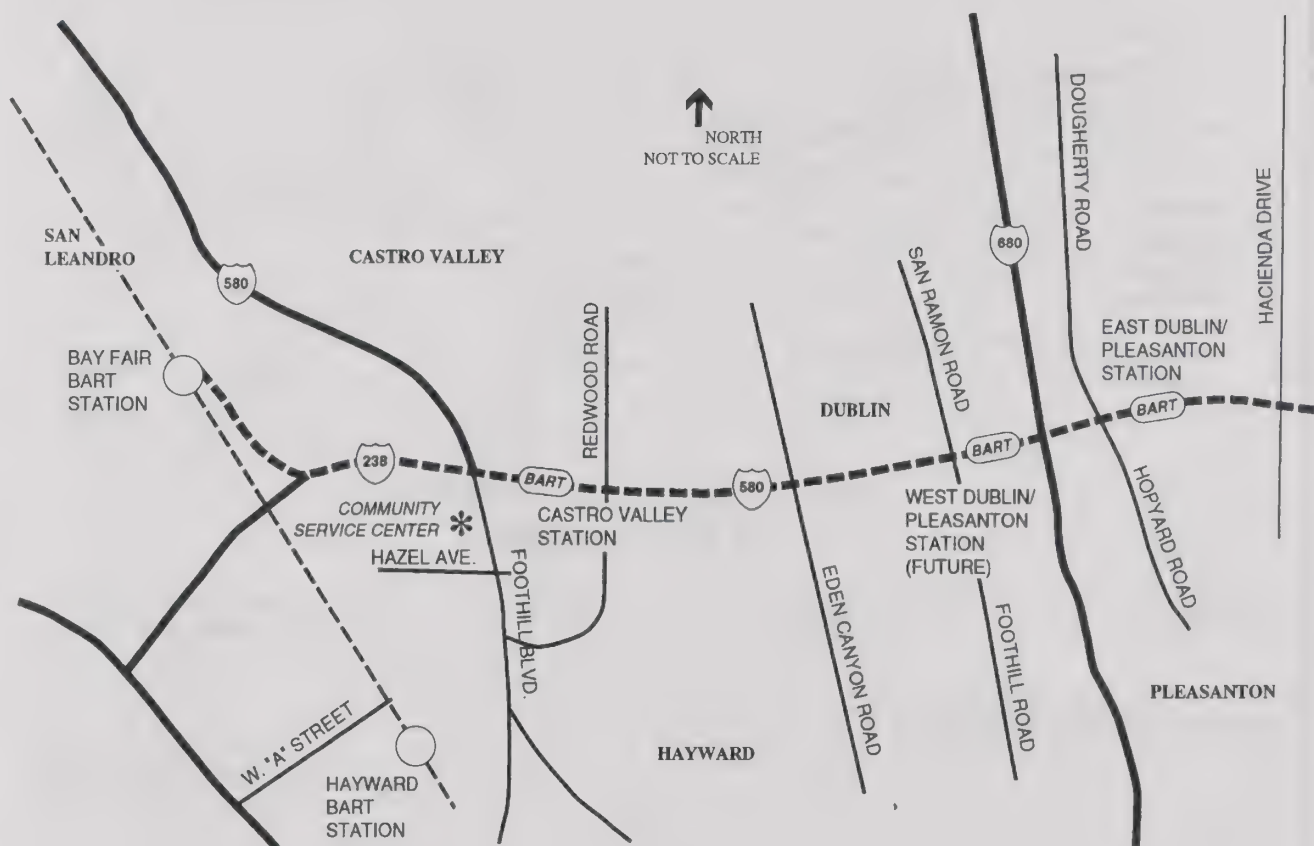
Near Hayward, the BART/Route 238 Joint Project (MB611) is to provide a widened median for BART in the I-238 corridor. No Measure B funding is included in the 1996 Strategic Plan for this project.

Status

The Dublin/Pleasanton Extension has been completed and opened to the public on May 10, 1997. The BART Route 238 Joint Project is nearing completion.

PROJECT: Dublin-Pleasanton Extension (DPX)

MB No.: 605



SUMMARY SCHEDULE

FISCAL YEAR (JULY TO JULY)

PHASE	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
Environmental	NOT APPLICABLE											
Design												
Right of Way												
Construction												
Expenditure* Summary (\$ x mil. in 1997 Dollars)	\$50.0	\$25.0	\$25.0	\$25.0	\$25.0	\$20.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

COST ESTIMATE

Design	\$43.0
Right of Way	\$36.0
Construction*	\$435.0
*includes eng, envr & utils	
	\$514.0

(x \$1,000,000)

FUNDING

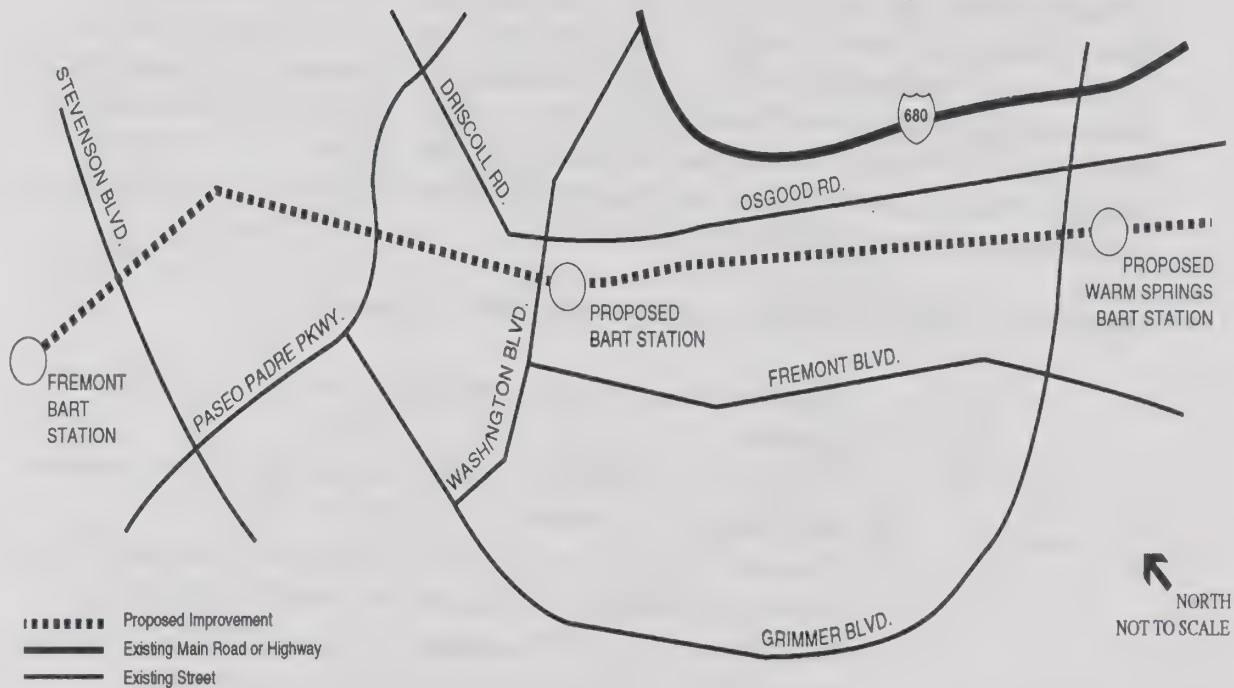
Measure B	\$170.0
Federal Funding	\$0.0
State Contribution	\$195.0
Other Sources	\$149.0
Shortfall	\$0.0
	\$514.0

(x \$1,000,000)

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PROJECT: Warm Springs Extension (WPX)

MB No.: 610



**INITIAL PHASE
MEASURE B PROJECT**

BART Warm Springs Extention

SUMMARY SCHEDULE

FISCAL YEAR (JULY TO JULY)

PHASE	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
Environmental	TO BE DETERMINED											
Design	TO BE DETERMINED											
Right of Way	TO BE DETERMINED											
Construction	TO BE DETERMINED											
Expenditure* Summary (\$ x mil. in 1997 Dollars)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

COST ESTIMATE

Design	TBD
Right of Way	TBD
Construction*	TBD
*includes eng, envr & utils	
	\$0.0
	(x \$1,000,000)

FUNDING

Measure B	TBD
Federal Funding	TBD
State Contribution	TBD
Other Sources	TBD
Shortfall	TBD
	\$0.0
	(x \$1,000,000)

9. Port of Oakland Airport Roadway (Figure 9) (MB 705)

This project will build an arterial roadway from I-880 at 98th Avenue in the City of Oakland through the Oakland International Airport to Bay Farm Island in the City of Alameda. The Airport Roadway will serve as an alternative route for regional traffic generated by the airport and Bay Farm Island. It will accommodate projected traffic growth at the Air Cargo Center, the Airport Passenger Terminals, and Harbor Bay Business Park. Port of Oakland is the project sponsor. Three grade separated intersections are proposed, to mitigate traffic congestion at these locations.

This initial phase project will consist of the following elements:

- Build four lanes from Harbor Bay Parkway to I-880/98th Avenue.
- Construct Taxiway 5 bridge at full width to accommodate future additional roadway lanes.
- Purchase right-of-way for an ultimate six-lane facility with eight lanes between Cross Airport and Doolittle Drive.
- Modify at-grade intersections at Airport Access/Doolittle
- Widen San Leandro Creek Bridge to six full lanes.
- Build all drainage, traffic signals, signing, striping, and utility relocations for a full six-lane project.
- Build grade separated intersection at Doolittle Drive/98th Avenue, with 98th Avenue going under Doolittle.
- Build grade separated intersection at the new roadway (Airport Road) and Airport Drive.
- Build six lanes from Harbor Bay Parkway to Airport Drive.

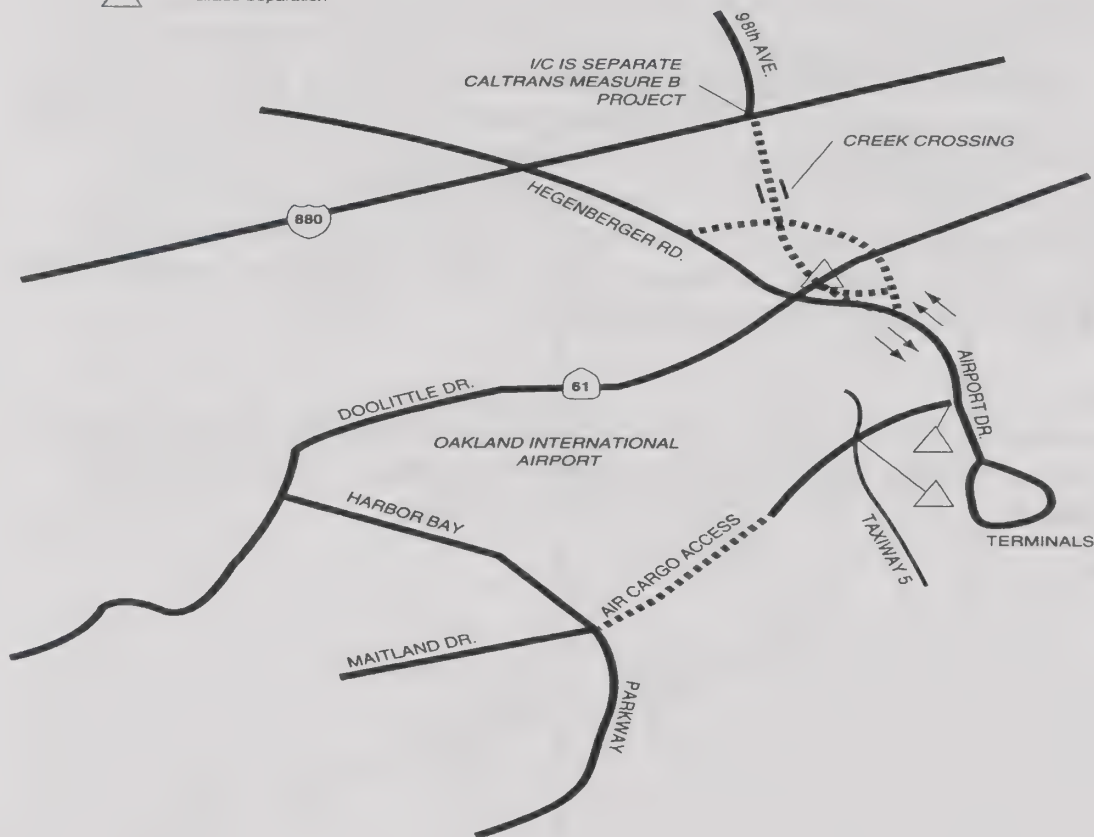
Status

The Port of Oakland is scheduled to obtain environmental clearance in mid-1998. The Joint Exercise Power Agreement (JEPA) and local match commitments with the Port, and the Cities of Oakland and Alameda have been finalized. The design process began in July 1996 and will be administered by the Port.

PROJECT: Port of Oakland

MB No.: 705

- Proposed Improvement
- Existing Main Road or Highway
- Existing Street
- △ Grade Separation



**INITIAL PHASE MEASURE B PROJECT
Port Of Oakland Airport Roadway**

**← NORTH
NOT TO SCALE**

SUMMARY SCHEDULE

FISCAL YEAR (JULY TO JULY)

PHASE	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
Environmental												
Design												
Right of Way												
Construction												
Expenditure* Summary (\$ x mil. in 1997 Dollars)	\$0.0	\$0.0	\$0.0	\$0.0	\$3.6	\$19.9	\$40.4	\$9.8	\$6.7	\$1.4	\$0.0	\$0.0

COST ESTIMATE

Design	\$6.5
Right of Way	\$28.5
Construction*	\$46.7
*includes eng, envr & utils	
	<u>\$81.7</u>
	(x \$1,000,000)

FUNDING

Measure B	\$62.5
Federal Funding	\$0.0
State Contribution	\$2.2
Other Sources	\$17.0
Shortfall	\$0.0
	<u>\$81.7</u>
	(x \$1,000,000)

10. San Leandro Improvements (Figure 10) (MB 805, 815, 820 & 825)

This project has improved local traffic circulation in the vicinity of Marina Boulevard and I-880 in San Leandro. The south side of Marina Boulevard has been widened from I-880 to Pacific Avenue. An intersecting street, Teagarden Street, has been realigned to match the opposing street, Wayne Avenue. The north side of Marina Boulevard has been widened from I-880 to Alvarado Street and the Marina/Alvarado intersection has also been improved. An overcrossing over I-880 has been built to connect Fairway Drive and Aladdin Avenue, which previously were dead-ended on either side of the freeway. The City of San Leandro is the project sponsor.

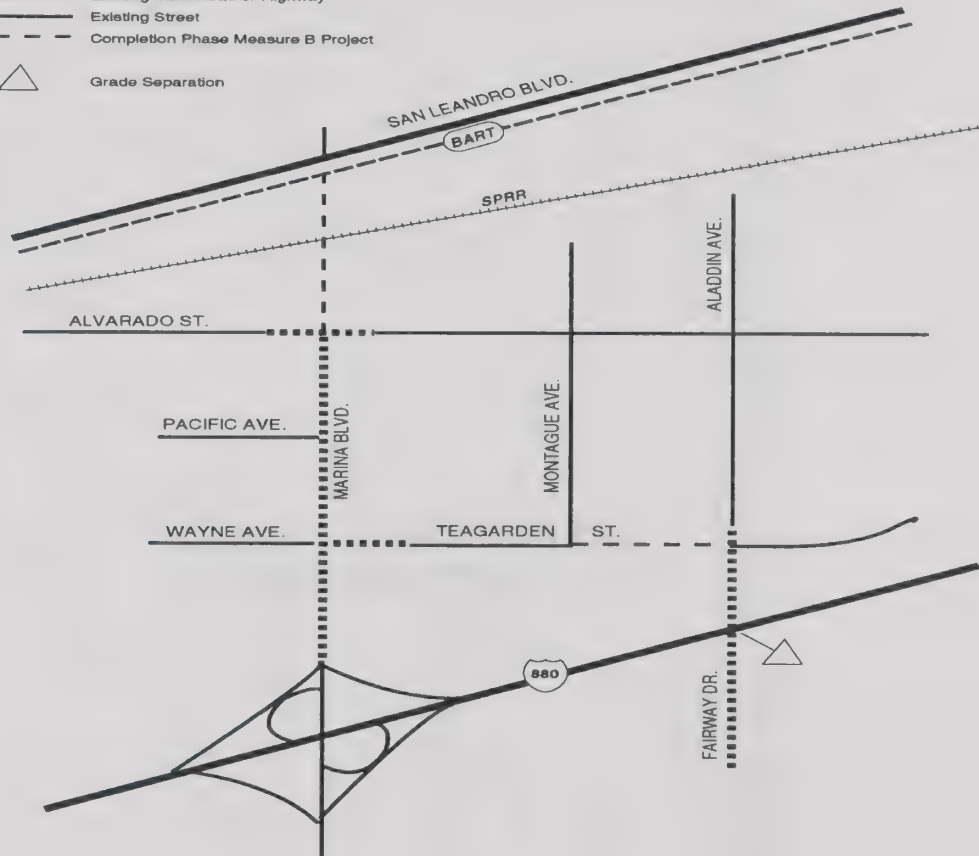
Status

Construction of all initial phase projects has been completed. Noise mitigation work along Fairway Drive/Aladdin Avenue (overcrossing of I-880) has been completed.

PROJECT: San Leandro Improvements

MB No.: 805/815/820/825

- Proposed Improvement
- Existing Main Road or Highway
- Existing Street
- - - - Completion Phase Measure B Project
- △ Grade Separation



**INITIAL PHASE MEASURE B PROJECT
San Leandro Improvements**

**↑ NORTH
NOT TO SCALE**

SUMMARY SCHEDULE

FISCAL YEAR (JULY TO JULY)

PHASE	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
Environmental	NOT APPLICABLE											
Design												
Right of Way	COMPLETED IN EARLY 1992											
Construction												
Expenditure* Summary (\$ x mil. in 1997 Dollars) *7.0 in 88/89 to 91/92 FY'S	\$5.1	\$1.7	\$0.2	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

COST ESTIMATE

Design	\$3.3
Right of Way	\$3.8
Construction*	\$7.0
*includes eng. envir & utils	
	<u>\$14.1</u>
	(x \$1,000,000)

FUNDING

Measure B	\$13.1
Federal Funding	\$0.0
State Contribution	\$0.0
Other Sources	\$1.0
Shortfall	\$0.0
	<u>\$14.1</u>
	(x \$1,000,000)

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PROJECT SUMMARIES

(\$ MILLIONS)

CASH FLOW FOR PROJECTS

PROJECT/FISCAL YEAR		88/89	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
I-880: Nimitz Freeway	FY	6.2	7.9	9.6	11.1	20.8	27.8	27.3	38.5	78.9	67.8	22.5	41.1	18.7	22.2	3.3	0.0
	CUM	6.2	14.1	23.7	34.8	55.6	83.4	110.8	149.2	228.2	295.9	318.5	359.6	378.3	400.5	403.8	403.8
Route 238: Hayward Bypass	FY	0.0	9.4	0.0	0.0	0.0	0.0	0.1	0.1	0.0	7.3	8.4	2.7	16.8	69.9	18.3	0.3
	CUM	0.0	9.4	9.4	9.4	9.4	9.4	9.5	9.6	9.6	16.9	25.3	28.0	44.8	114.7	133.0	133.3
Route 238: Mission Boulevard	FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	1.3	4.2	2.9	7.5	8.1	0.0	0.0	0.0
	CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	1.6	5.8	8.7	16.2	24.4	24.4	24.4	24.4
Route 84: Fremont	FY	0.0	0.0	4.1	0.0	0.0	0.0	0.6	0.2	0.0	0.1	2.1	2.6	2.6	4.8	46.0	4.2
	CUM	0.0	0.0	4.1	4.1	4.1	4.1	4.6	4.8	4.9	5.0	7.1	9.8	12.4	17.2	63.2	67.4
I-580/680 Interchange	FY	0.3	2.7	-0.1	1.0	2.6	10.2	9.2	6.2	8.4	16.6	39.6	25.1	8.9	0.0	0.0	0.0
	CUM	0.3	3.0	2.9	3.9	6.5	16.7	25.9	32.0	40.4	57.1	96.6	121.7	130.6	130.6	130.6	130.6
Route 84: Livermore	FY	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.7	1.0	6.3	10.1	12.7	0.0	0.0	0.0	0.0
	CUM	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.9	1.9	8.2	18.3	31.0	31.0	31.0	31.0	31.0
Routes 13/24 Interchange	FY	0.3	0.4	1.1	1.3	1.1	0.2	1.7	7.5	10.3	3.6	2.5	0.0	0.0	0.0	0.0	0.0
	CUM	0.3	0.6	1.7	3.0	4.1	4.2	5.9	13.5	23.8	27.4	29.9	29.9	29.9	29.9	29.9	29.9
BART: Dublin / Pleasanton Extension	FY	0.0	0.0	0.0	0.0	50.0	25.0	25.0	25.0	25.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0
	CUM	0.0	0.0	0.0	0.0	50.0	75.0	100.0	125.0	150.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
BART: Warm Springs Extension	FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Port of Oakland: Airport Roadway	FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	19.9	40.4	9.8	6.7	1.4	0.0	0.0
	CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	23.4	63.9	73.6	80.3	81.7	81.7	81.7
City of San Leandro (Total)	FY	0.6	3.4	1.4	1.7	5.1	1.7	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CUM	0.6	3.9	5.3	7.0	12.1	13.8	14.0	14.0	14.1	14.1	14.1	14.1	14.1	14.1	14.1	14.1
GRAND TOTALS	FY	7.4	23.7	16.0	15.1	79.7	65.0	64.1	78.3	128.7	145.9	128.6	101.4	61.9	98.3	67.6	4.5
	CUM	7.4	31.1	47.1	62.2	141.9	206.8	271.0	349.3	478.0	623.9	752.5	853.9	915.8	1014.1	1081.7	1086.2
		88/89	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04

SUMMARY OF I-880

PROJECT/FISCAL YEAR		88/89	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
I - 880 PROJECTS:																	
MB 100	FY	1.1	2.7	1.8	0.9	0.4	0.3	0.3	0.4	0.3	0.3	0.2	0.0	0.0	0.0	0.0	0.0
Team Corridor Wide	CUM	1.1	3.8	5.6	6.5	6.9	7.1	7.4	7.8	8.0	8.4	8.6	8.6	8.6	8.6	8.6	8.6
MB 101	FY	0.0	0.0	0.0	0.2	0.3	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Team Construction Services	CUM	0.0	0.0	0.0	0.2	0.5	0.9	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
MB 102	FY	0.0	0.0	0.0	0.1	0.5	0.6	1.0	0.3	0.2	0.4	0.4	0.0	0.0	0.0	0.0	0.0
Team Utility / ROW Services	CUM	0.0	0.0	0.0	0.1	0.6	1.2	2.2	2.5	2.7	3.1	3.5	3.5	3.5	3.5	3.5	3.5
MB 103	FY	0.0	0.0	0.0	0.1	0.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ROW Monumentation	CUM	0.0	0.0	0.0	0.1	0.5	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
MB 105	FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Widen Freeway to 10 lanes	CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
XXX CON	FY	3.2	0.0	-1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AGREEMENT 4-1082-C	CUM	3.2	3.2	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
MB-110 PRE-WIDENING	FY	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rte. 262 to Alvarado - Niles	CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
MB-110-11, I - 880 Widening 2.3/5.	FY	0.0	0.0	0.7	0.3	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rte. 262 to Alvarado - Niles	CUM	0.0	0.0	0.7	1.0	1.0	1.2	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
MB 110-12, Freeway Widening 7.4/	FY	0.0	0.0	0.6	0.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rte. 262 to Alvarado - Niles	CUM	0.0	0.0	0.6	0.9	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
MB 110-13, Freeway Wideing 9.7/1	FY	0.0	0.0	1.2	0.6	0.0	0.3	0.4	0.2	5.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0
Rte. 262 to Alvarado - Niles	CUM	0.0	0.0	1.2	1.8	1.8	2.1	2.5	2.7	7.7	18.8	18.8	18.8	18.8	18.8	18.8	18.8
ESCALATED																	
MB 114	FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.5	1.1	1.1	1.1	0.4	0.1	0.0
Landscaping	CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.8	1.9	3.0	4.1	4.5	4.6	4.7
MB 115 Aux. Lanes (SB): Rte. 262	FY	0.7	0.3	0.0	0.0	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fremont, Auto Mall Pkwy to Mowry	CUM	0.7	1.1	1.1	1.1	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
MB 116 (Not in Initial Phase)	FY	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wetlands Mitigation I880	CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.6	0.7	0.8	0.8	0.8	0.8	0.8	0.8	0.8
MB 120 Soundwalls (NB): Auto Mal	FY	0.4	0.8	0.3	0.2	1.9	2.4	1.1	1.1	-0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pkwy to Central	CUM	0.4	1.2	1.5	1.7	3.7	6.0	7.1	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2
MB 125 Soundwalls (NB & SB)	FY	0.4	0.6	0.6	0.1	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Thornton to Decoto	CUM	0.4	1.0	1.7	1.8	2.2	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
MB 130 Soundwalls (NB): Alvarado	FY	0.2	0.4	0.1	0.2	3.4	0.2	0.0	0.1	-0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fremont to Alvarado - Niles	CUM	0.2	0.6	0.7	0.9	4.4	4.5	4.5	4.6	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
MB 140 Modify Stevenson	FY	0.0	0.3	1.1	0.4	0.1	3.4	1.3	1.1	6.0	16.9	2.6	0.0	0.0	0.0	0.0	0.0
Boulevard Interchange	CUM	0.0	0.3	1.5	1.8	1.9	5.3	6.5	7.6	13.6	30.5	33.1	33.1	33.1	33.1	33.1	33.1

SUMMARY OF I-880

PROJECT/FISCAL YEAR		88/89	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
I - 880 PROJECTS:																	
MB 145 Modify Mowry Avenue Interchange	FY	0.0	0.5	1.4	0.4	1.3	3.2	9.9	3.9	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CUM	0.0	0.5	1.9	2.3	3.6	6.9	16.8	20.7	20.9	20.9	20.9	20.9	20.9	20.9	20.9	20.9
MB 146 SFWD Aqueduct Protectio SF	FY	0.0	0.0	0.0	0.0	0.5	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CUM	0.0	0.0	0.0	0.0	0.5	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
MB 150 Reconstruct Central Avenue Overcrossing	FY	0.0	0.5	0.4	2.1	2.3	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CUM	0.0	0.5	0.9	3.0	5.2	5.5	5.5	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
MB 155 Reconstruct E. Newark RR Underpass	FY	0.1	0.5	0.3	0.1	2.7	1.8	1.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CUM	0.1	0.6	0.9	1.0	3.7	5.5	6.5	6.5	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7
MB 160 Modify Thornton Avenue Interchange	FY	0.0	0.4	1.7	0.7	0.2	0.2	2.0	10.4	11.7	5.2	0.0	0.0	0.0	0.0	0.0	0.0
	CUM	0.0	0.4	2.1	2.9	3.1	3.3	5.4	15.8	27.5	32.7	32.7	32.7	32.7	32.7	32.7	32.7
MB 165 Modify Alvarado - Fremont Interchange	FY	0.0	0.0	0.0	0.6	1.1	0.3	0.3	2.0	8.7	7.5	0.0	0.0	0.0	0.0	0.0	0.0
	CUM	0.0	0.0	0.0	0.6	1.7	2.0	2.3	4.3	13.0	20.5	20.5	20.5	20.5	20.5	20.5	20.5
MB 170 Modify Alvarado - Niles Rd. Interchange	FY	0.0	0.0	0.0	0.0	0.0	1.1	0.8	0.1	9.3	5.2	0.0	0.0	0.0	0.0	0.0	0.0
	CUM	0.0	0.0	0.0	0.0	0.0	1.1	1.9	2.0	11.3	16.5	16.5	16.5	16.5	16.5	16.5	16.5
MB 171 Modify Rte. 92 Interchange	FY	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
MB 175 Modify Rte. 92 Interchange	FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	2.5	2.5	2.5	0.0	0.0	0.0
	CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	5.0	7.5	10.0	10.0	10.0	10.0
MB 180 Modify 98th Avenue Interchange	FY	0.0	0.0	0.0	0.7	2.7	6.0	0.8	6.1	14.3	4.9	0.0	0.0	0.0	0.0	0.0	0.0
	CUM	0.0	0.0	0.0	0.7	3.4	9.5	10.3	16.4	30.7	35.5	35.5	35.5	35.5	35.5	35.5	35.5
MB 185 Modify Hegenberger Road Interchange	FY	0.0	0.0	0.6	1.2	0.9	0.6	0.6	1.1	12.6	9.8	0.0	0.0	0.0	0.0	0.0	0.0
	CUM	0.0	0.0	0.6	1.8	2.6	3.2	3.8	4.9	17.5	27.3	27.3	27.3	27.3	27.3	27.3	27.3
MB 190 Soundwalls (SB): Alameda Creek to Lowry Rd.	FY	0.1	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CUM	0.1	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
MB 192 Modify Auto Mall Pkwy Interchange (by others)	FY	0.0	0.0	0.0	1.0	0.4	3.1	6.0	4.7	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CUM	0.0	0.0	0.0	1.0	1.4	4.5	10.5	15.2	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
MB 194 Modify Fremont Blvd. Interchange (by others)	FY	0.0	0.0	0.0	0.7	1.4	2.6	0.6	5.7	8.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
	CUM	0.0	0.0	0.0	0.7	2.1	4.7	5.3	11.0	19.2	19.4	19.4	19.4	19.4	19.4	19.4	19.4
ESCALATED																	
MB 196 Modify Rte. 262 (Mission Blvd)Interchnge (by others	FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.3	2.4	21.1	11.1	21.8	3.1	0.0
	CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.4	3.8	24.8	35.9	57.7	60.9	60.9
ESCALATED																	
MB 198 Modify Dixon Landing Roa Interchange (by others)	FY	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.4	0.4	1.9	13.4	16.4	4.0	0.0	0.0	0.0
	CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.6	1.0	2.9	16.3	32.7	36.7	36.7	36.7	36.7
TOTAL for I-880 Projects	FY	6.2	7.9	9.6	11.1	20.8	27.8	27.3	38.5	78.9	67.8	22.5	41.1	18.7	22.2	3.3	0.0
	CUM	6.2	14.1	23.7	34.8	55.6	83.4	110.8	149.2	228.2	295.9	318.5	359.6	378.3	400.5	403.8	403.8
		88/89	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04

PROJECT SUMMARIES

(\$ MILLIONS)

CASH FLOW FOR PROJECTS																	
PROJECT/FISCAL YEAR		88/89	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
Route 238: Hayward Bypass																	
ESCALATED TO 01/02																	
MB 205 Rte. 238: Unit 1 - 580/238	FY	0.0	9.4	0.0	0.0	0.0	0.0	0.1	0.1	0.0	7.3	0.6	0.8	9.9	28.4	13.5	0.3
to D Street	CUM	0.0	9.4	9.4	9.4	9.4	9.4	9.5	9.6	9.6	16.9	17.6	18.3	28.2	56.6	70.1	70.5
ESCALATED TO 01/02																	
MB 210 Hayward Bypass - Unit 2	FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.5	1.4	5.2	28.7	3.9	0.0
Carlos Bee Blvd to D St.	CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.5	7.9	13.1	41.8	45.6	45.6
ESCALATED TO 01/02																	
MB 215 Hayward Bypass - Unit 3	FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.4	1.8	12.8	0.9	0.0
Harder Rdd. to Carlos Bee Blvd.	CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.7	3.5	16.3	17.2	17.2
	FY	0.0	9.4	0.0	0.0	0.0	0.0	0.1	0.1	0.0	7.3	8.4	2.7	16.8	69.9	18.3	0.3
TOTAL for Rt 238	CUM	0.0	9.4	9.4	9.4	9.4	9.4	9.5	9.6	9.6	16.9	25.3	28.0	44.8	114.7	133.0	133.3
Mission Boulevard																	
ESCALATED to 99/00																	
MB 220	FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	1.3	4.2	2.9	7.5	8.1	0.0	0.0	0.0
Widen Mission Blvd.	CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	1.6	5.8	8.7	16.2	24.4	24.4	24.4	24.4
	FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	1.3	4.2	2.9	7.5	8.1	0.0	0.0	0.0
TOTAL for Mission Boulevard	CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	1.6	5.8	8.7	16.2	24.4	24.4	24.4	24.4
Route 84: Fremont																	
MB 225																	
	FY	0.0	0.0	4.1	0.0	0.0	0.0	0.6	0.2	0.0	0.1	2.1	2.6	2.6	4.8	46.0	4.2
	CUM	0.0	0.0	4.1	4.1	4.1	4.1	4.6	4.8	4.9	5.0	7.1	9.8	12.4	17.2	63.2	67.4
	FY	0.0	0.0	4.1	0.0	0.0	0.0	0.6	0.2	0.0	0.1	2.1	2.6	2.6	4.8	46.0	4.2
TOTAL for Route 84 Fremont	CUM	0.0	0.0	4.1	4.1	4.1	4.1	4.6	4.8	4.9	5.0	7.1	9.8	12.4	17.2	63.2	67.4
		88/89	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04

PROJECT SUMMARIES

(\$ MILLIONS)

CASH FLOW FOR PROJECTS

PROJECT/FISCAL YEAR		88/89	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
I - 580/680 INTERCHANGE																	
MB 320 Widen Freeway	FY	0.0	0.0	0.0	0.0	0.1	0.5	0.2	1.0	1.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Tassahara Creek to Santa Rita Road	CUM	0.0	0.0	0.0	0.0	0.1	0.6	0.8	1.8	3.6	3.8	3.8	3.8	3.8	3.8	3.8	3.8
MB 305 Widen Westbound to	FY	0.3	2.7	-0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Northbound Ramp	CUM	0.3	3.0	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
MB 310 South to East Freeway to	FY	0.0	0.0	0.0	0.2	1.5	4.1	5.8	5.2	6.6	15.3	39.6	25.1	8.9	0.0	0.0	0.0
Freeway Interchange	CUM	0.0	0.0	0.0	0.2	1.7	5.9	11.7	16.8	23.4	38.8	78.4	103.4	112.3	112.3	112.3	112.3
MB 311 Widen 580 Hopyard to Hacienda	FY	0.0	0.0	0.0	0.0	0.1	0.0	2.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0
BART/ACTA 50/50 Split	CUM	0.0	0.0	0.0	0.0	0.1	0.1	2.3	2.3	2.3	3.4	3.4	3.4	3.4	3.4	3.4	3.4
MB 312	FY	0.0	0.0	0.0	0.7	0.3	4.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hopyard Road Structure	CUM	0.0	0.0	0.0	0.7	1.0	5.7	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
MB 315 Soundwalls (SB): I-680	FY	0.0	0.0	0.0	0.0	0.6	1.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
@ I-580	CUM	0.0	0.0	0.0	0.0	0.6	1.5	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
	FY	0.3	2.7	-0.1	1.0	2.6	10.2	9.2	6.2	8.4	16.6	39.6	25.1	8.9	0.0	0.0	0.0
TOTAL for 580/580 Interchange	CUM	0.3	3.0	2.9	3.9	6.5	16.7	25.9	32.0	40.4	57.1	96.6	121.7	130.6	130.6	130.6	130.6
		88/89	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04

PROJECT SUMMARIES

(\$ MILLIONS)

CASH FLOW FOR PROJECTS

PROJECT/FISCAL YEAR	88/89	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
Route 84 : Livermore																
MB 405 FY	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.7	1.0	6.3	10.1	12.7	0.0	0.0	0.0	0.0
Route 84 : Livermore CUM	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.9	1.9	8.2	18.3	31.0	31.0	31.0	31.0	31.0
TOTAL for Rt 84 Livermore FY	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.7	1.0	6.3	10.1	12.7	0.0	0.0	0.0	0.0
TOTAL for Rt 84 Livermore CUM	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.9	1.9	8.2	18.3	31.0	31.0	31.0	31.0	31.0
Routes 13/24 Interchange																
MB 510 (Not in orig phase) FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.1	2.5	0.0	0.0	0.0	0.0	0.0
Route. 24 Soundwall CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	2.9	2.9	2.9	2.9	2.9	2.9
MB 505 FY	0.3	0.4	1.1	1.3	1.1	0.2	1.7	7.4	10.3	3.5	0.0	0.0	0.0	0.0	0.0	0.0
Route 13/ Route 24 I/C CUM	0.3	0.6	1.7	3.0	4.1	4.2	5.9	13.3	23.6	27.1	27.1	27.1	27.1	27.1	27.1	27.1
TOTAL for 13/24 Interchange FY	0.3	0.4	1.1	1.3	1.1	0.2	1.7	7.5	10.3	3.6	2.5	0.0	0.0	0.0	0.0	0.0
TOTAL for 13/24 Interchange CUM	0.3	0.6	1.7	3.0	4.1	4.2	5.9	13.5	23.8	27.4	29.9	29.9	29.9	29.9	29.9	29.9
BART: Dublin / Pleasanton Extension																
MB 605 FY	0.0	0.0	0.0	0.0	50.0	25.0	25.0	25.0	25.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0
Dublin / Pleasanton Extension CUM	0.0	0.0	0.0	0.0	50.0	75.0	100.0	125.0	150.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
TOTAL for BART DPX FY	0.0	0.0	0.0	0.0	50.0	25.0	25.0	25.0	25.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL for BART DPX CUM	0.0	0.0	0.0	0.0	50.0	75.0	100.0	125.0	150.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
BART: Warm Springs Extension																
ON HOLD																
MB 610 Warm Spings Extension (WSX) FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MB 610 Warm Spings Extension (WSX) CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MB 611 Route 238 Corridor Joint Project FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MB 611 Route 238 Corridor Joint Project CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL for BART WSX FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL for BART WSX CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Port of Oakland ; Airport Roadway																
MB 705 Airport Roadway Port of Oakland FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	19.9	40.4	9.8	6.7	1.4	0.0	0.0
MB 705 Airport Roadway Port of Oakland CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	23.4	63.9	73.6	80.3	81.7	81.7	81.7
TOTAL for Port of Oakland FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	19.9	40.4	9.8	6.7	1.4	0.0	0.0
TOTAL for Port of Oakland CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	23.4	63.9	73.6	80.3	81.7	81.7	81.7
	88/89	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04

PROJECT SUMMARIES

(\$ MILLIONS)

CASH FLOW FOR PROJECTS

PROJECT/FISCAL YEAR	88/89	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04
SAN LEANDRO																
MB 805 FY	0.4	3.3	1.2	0.3	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AGREEMENT 4-1082-C CUM	0.4	3.7	4.9	5.2	5.5	5.5	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
MB 810 Realign NB I-880 off ramp to EB Marina Blvd. FY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CUM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MB 815 Widen Northside of Marina Blvd from I-880 to Clarke St. FY	0.0	0.0	0.0	0.9	0.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CUM	0.0	0.0	0.0	0.9	1.8	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
MB 820 Fairway Drive/ Alladdin Avenue Overcrossing of I-880 FY	0.1	0.1	0.2	0.4	3.7	1.6	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CUM	0.1	0.2	0.4	0.9	4.6	6.1	6.2	6.2	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
MB 825 Teagarden Street extension from Montague Ave. to Aladdin Ave. FY	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CUM	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
TOTAL for San Leandro FY	0.6	3.4	1.4	1.7	5.1	1.7	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CUM	0.6	3.9	5.3	7.0	12.1	13.8	14.0	14.0	14.1	14.1	14.1	14.1	14.1	14.1	14.1	14.1
	88/89	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04

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Section IV
Financial Plan



Alameda
County
Transportation
Authority

IV. FINANCIAL PLAN

The following cash flow model displays the anticipated project expenditures, in each fiscal year, for all initial phase projects. The estimates of revenue and cost are conservative, and strive to be as realistic as possible.

The current cash flow schedule is expected to be sufficient to meet the project sponsors' project implementation schedule for all initial phase projects as defined by this plan. Major project revisions, schedule changes, and state and local match funding availability have significant impacts on the overall Measure B program.

The County's ballot measure in 1986 defined 10 major projects based on estimated revenues and project costs. Since 1986, several events have occurred which have negatively impacted the expenditure plans for all 17 counties with the self-imposed transportation tax measure. These events include:

- The Loma Prieta Earthquake in 1989 and State's priority on retrofit work
- The federal government cutbacks in defense spending
- The Oakland Hills firestorm of 1991
- The prolonged recession for the last 3 years.
- The failure of the two State Transportation Bond propositions
- The reduction in Federal aid for highway projects
- The State's shortfall of funds for highway projects
- Caltrans' reduction in force and reorganization in process
- Project scope changes in response to Local community involvement
- Project scope and schedule changes due to unexpected site conditions

The following funding assumptions have been made in the 1997/1998 Strategic Plan:

- **Anticipated Sales Tax Growth**

Sales tax revenue growth is projected at 7.0 % in the 1996/1997 fiscal year, 4.75% in the 1997/98 fiscal year, and at 4.0% thereafter until March 2002, when the 1/2 cent sales tax collection terminates. The Authority has shown an average annual sales tax growth rate from 1988 through 1996 of 5.1%.

The State Department of Finance Governor's Budget for 1997/1998 forecasts taxable sales growth of 7.0%, 4.8% and 4.3% in calendar years 1996, 1997 and 1998, respectively. Alameda County's Taxable sales growth rate from 1987 through 1996 was, except for 1987 and 1989, just as well or better than the State.

Consumer confidence remains strong in Alameda County as it saw sales tax revenue growth rates of 8.06% in FY 1994/95 and 11.57% in FY 1995/96. Actual sales tax receipts through the first half of the current fiscal year is 9.0% ahead of the same period the previous fiscal year. The recent high growth rates in sales tax revenues is expected to slow beginning in 1997. It is the Authority's position to be conservative in its estimates of revenues.

- **State Transportation Improvement Program (STIP)**

Approximately \$78 million in STIP funds were approved in 1990, to address the funding shortfall for the I-880 corridor projects anticipated at that time. In following STIPs, additional funds were approved for the Route 238 Hayward Bypass, and some of the I-880 projects in Fremont. At present, it is estimated that the STIP is significantly underfunded, due to seismic retrofit needs. The State funding situation may make it difficult for the Authority to capture significant additional funds. In 1995, CTC reiterated their commitment of STIP funds for projects in the I-880 corridor. So far, CTC has approved nearly \$52.5 million for specific I-880 projects. Another \$50 million is anticipated for the I-880 corridor. In addition to the STIP funds in the I-880 corridor, it is anticipated that sale of excess right-of-way will augment the STIP funds to a total of approximately \$126 million.

- **State Local Transportation Partnership Program (SLTPP) Funding**
This program provides State matching funds up to an annual state-wide limit of \$200 million for projects open to traffic (design, right-of-way and non-capacity projects such as soundwalls are not included). In trying to maximize the receipt of STIP funds, the Authority was faced with a reduction of SLTPP funds. The estimates in the Plan are conservative for near term funds, and optimistic for future years. The Plan assumes that the SLTPP program will continue, which is optimistic, but reduces the match rate down to 5%, which is considerably lower than what the Authority has received in past years. The State budget included \$100 million for SLTPP in 1995/96. Already, ACTA has received approximately \$15 million from this program. If the program continues, ACTA could receive an additional \$13-\$26 million.

- **Initial Phase Financing**

In late 1992, the Authority issued \$162.5 million of Sales Tax Revenue Bonds at a True Interest Cost of 5.23 %. The serial bonds range in maturity from one to nine years. Net proceeds to construction (after establishment of a reserve bond fund and repayment of the 1988 Bond anticipation notes) amounted to approximately \$98.5 million. The financing has helped keep projects from slipping due to constraints of funding availability.

In January 1997, the Authority issued \$90 million of Sales Tax Revenue Bonds at a True Interest Cost of 4.44%. The serial bonds range in maturity from one to five years. Net proceeds to construction amounted to approximately \$89.2 million.

The bond financing has helped keep the capital projects within the program schedule and to avoid delays due to funding constraints. All bonds were issued on a competitive bid basis.

**ALAMEDA COUNTY TRANSPORTATION AUTHORITY
1997/1998 STRATEGIC PLAN**

CASH FLOW SCHEDULE

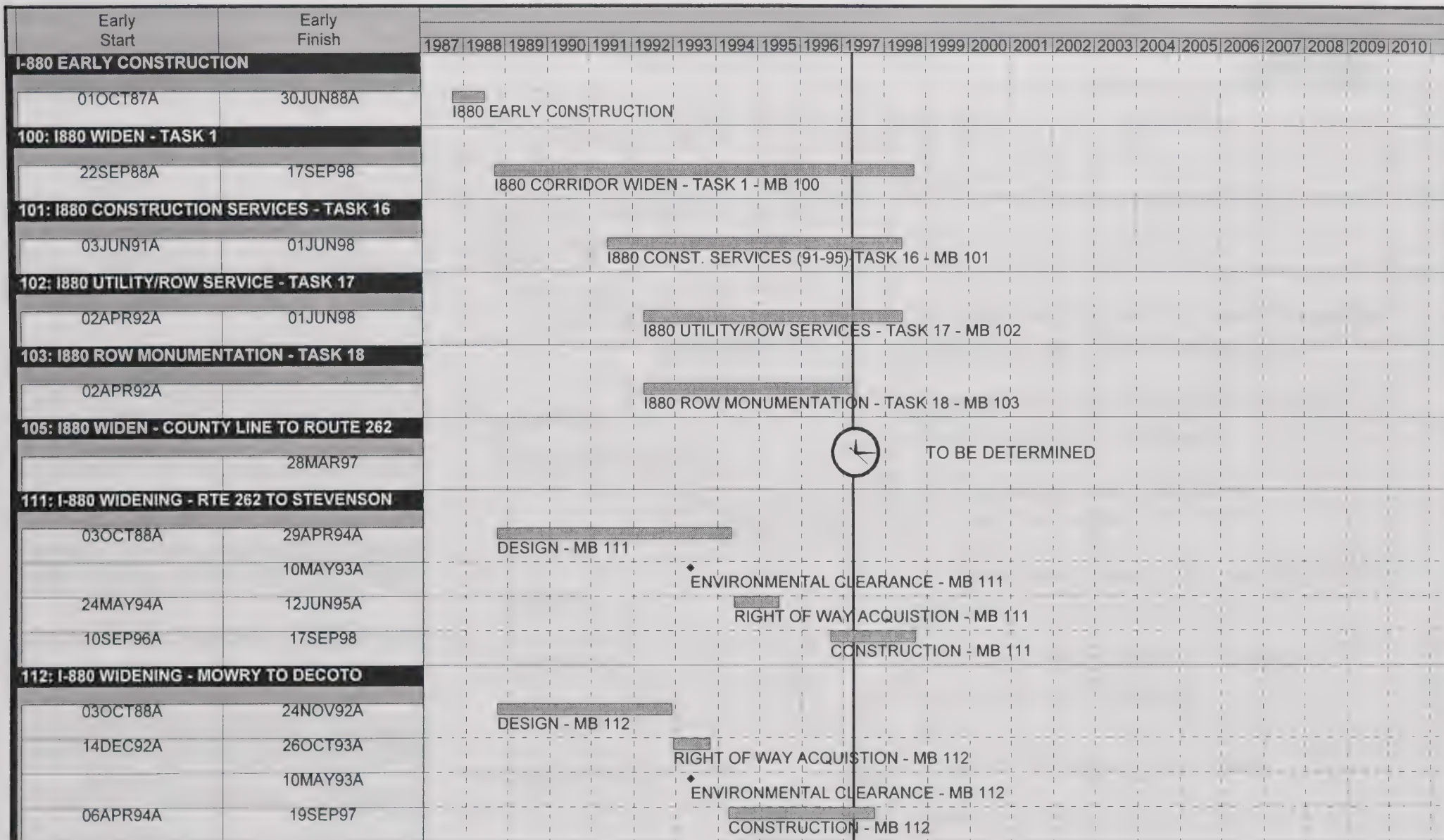
(In \$Thousands)

	PRIOR TO 1996/1997	Fiscal Years:								PROGRAM TOTALS	% of Total REVENUE
		1996/1997	1997/1998	1998/1999	1999/2000	2000/2001	2001/2002	2002/2003	2003/2004		
BEGINNING CASH BALANCE		244,888	266,550	214,608	139,081	103,512	108,124	70,787	11,700		
<u>SOURCES OF FUNDS:</u>											
Sales Tax Revenues, Net (7.0,4.75 & 4.0%)	564,430	80,000	83,800	87,152	90,638	94,264	73,526			1,073,809	58.92%
Sales Tax Revenues, BOE Fees	2,443	999	1,024	1,050	1,076	1,103	848			8,542	0.47%
Interest Income	113,189	14,065	13,232	9,726	6,671	5,820	4,920	2,269	501	170,393	9.35%
Federal Funds	13,154	1,963	24,136	4,719						43,973	2.41%
State Funds	14,915	27,525	34,334	17,939	19,082	19,547	24,311	4,522	226	162,401	8.91%
Local Funds	36,132	2,410	14,906	9,111	26,303	13,183	4,846	3,083		109,974	6.03%
Other Income	812									812	0.04%
Bond Proceeds	150,632	90,000								240,632	13.20%
Release of Bond Reserve Fund						11,893				11,893	0.65%
TOTAL SOURCES	895,706	216,963	171,433	129,696	143,770	145,810	108,450	9,875	727	1,822,429	100.00%
<u>USES OF FUNDS:</u>											
Capital Project Expenditures	349,000	129,000	145,900	128,600	101,400	61,900	98,300	67,600	4,500	1,086,200	59.60%
Professional Services	13,961	3,975	3,292	3,423	3,560	3,703	3,851			35,764	1.96%
Local Pass-Thru Distributions	172,333	25,626	26,843	27,917	29,033	30,195	23,552			335,497	18.41%
Administration Expense	4,932	1,362	1,119	1,164	1,210	1,259	1,309	1,361	1,416	15,133	0.83%
Bond Interest Expense - 1992	39,345	5,564	4,695	3,741	2,695	1,552	318			57,910	3.18%
Bond Interest Expense - 1997		1,242	3,406	2,743	2,034	1,270	435			11,132	0.61%
CRP Fund Purchases	13,998	805								14,803	0.81%
Other Expenditures	198									198	0.01%
Prior Year Adjustments	(5,136)									(5,136)	-0.28%
Debt Service Reserve Fund	11,893									11,893	0.65%
Principal Repayment - 1988 & 1992	50,295	18,215	19,085	20,040	21,090	22,230	11,570			162,525	8.92%
Principal Repayment - 1997		9,511	19,036	17,597	18,315	19,090	6,452			90,000	4.94%
TOTAL USES	650,819	195,300	223,375	205,224	179,338	141,198	145,787	68,961	5,916	1,815,918	99.64%
ANNUAL EXCESS/(DEFICIT)	244,888	21,663	(51,942)	(75,528)	(35,569)	4,612	(37,337)	(59,087)	(5,189)	6,511	0.36%
ENDING CASH BALANCE	244,888	266,550	214,608	139,081	103,512	108,124	70,787	11,700	6,511	6,511	

Section V
Master Program Schedule



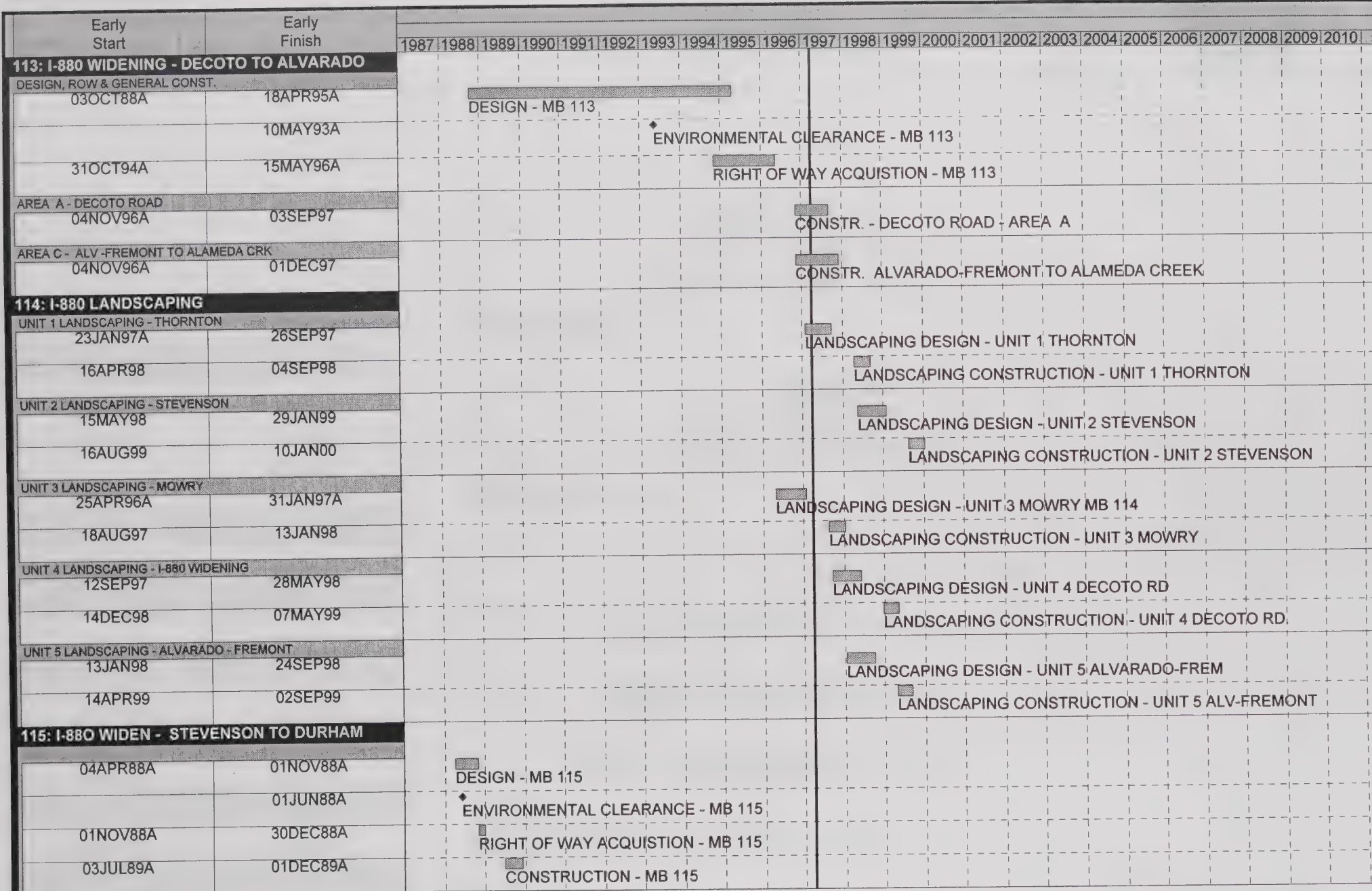
Alameda
County
Transportation
Authority



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 Run Date 28MAR97

 Early Bar
 Progress Bar





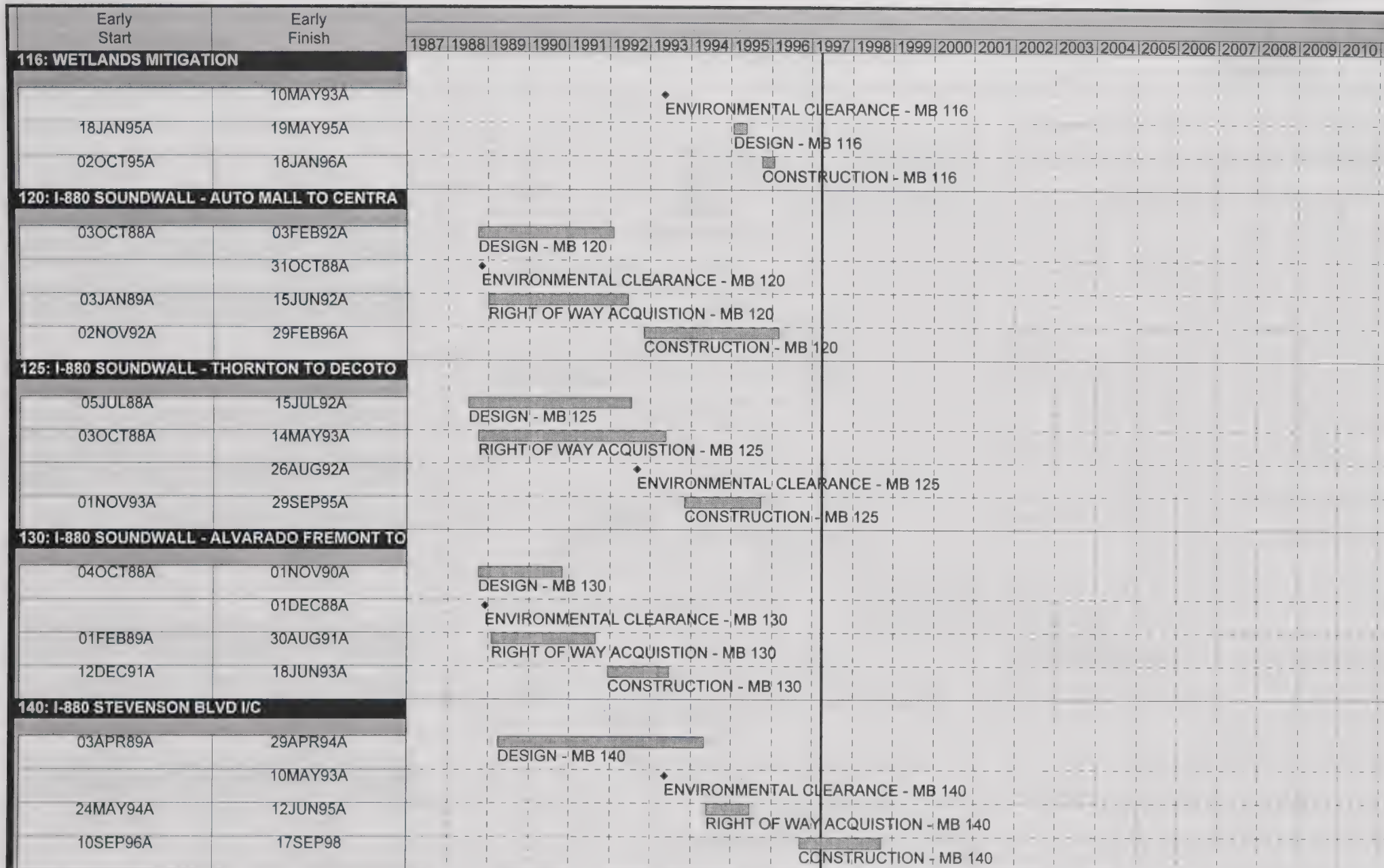
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Early Bar
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ALAMEDA CO TRANSPORTATION AUTHORITY
MASTER SCHEDULE
MEASURE B PROJECTS

Sheet 2 of 12

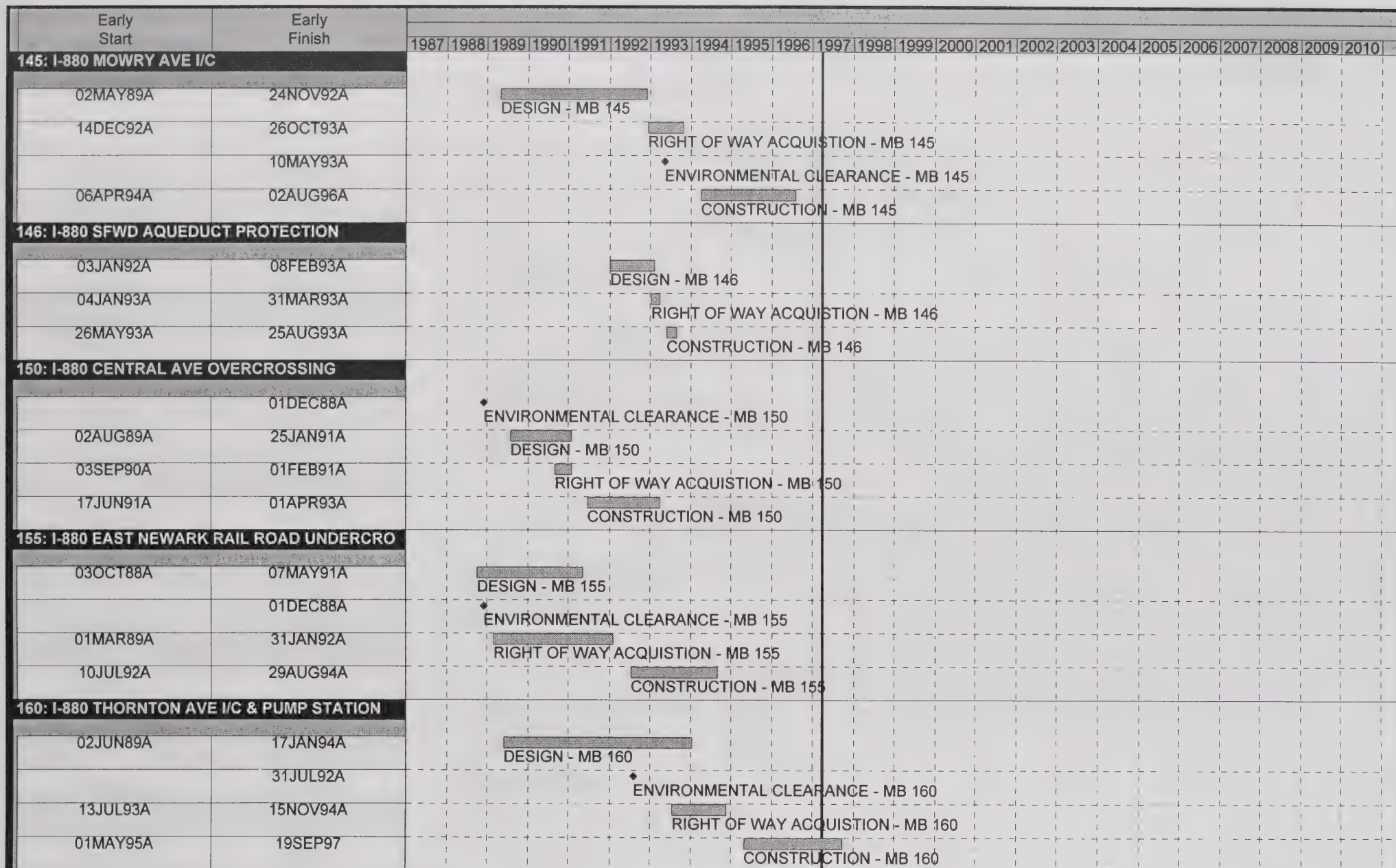




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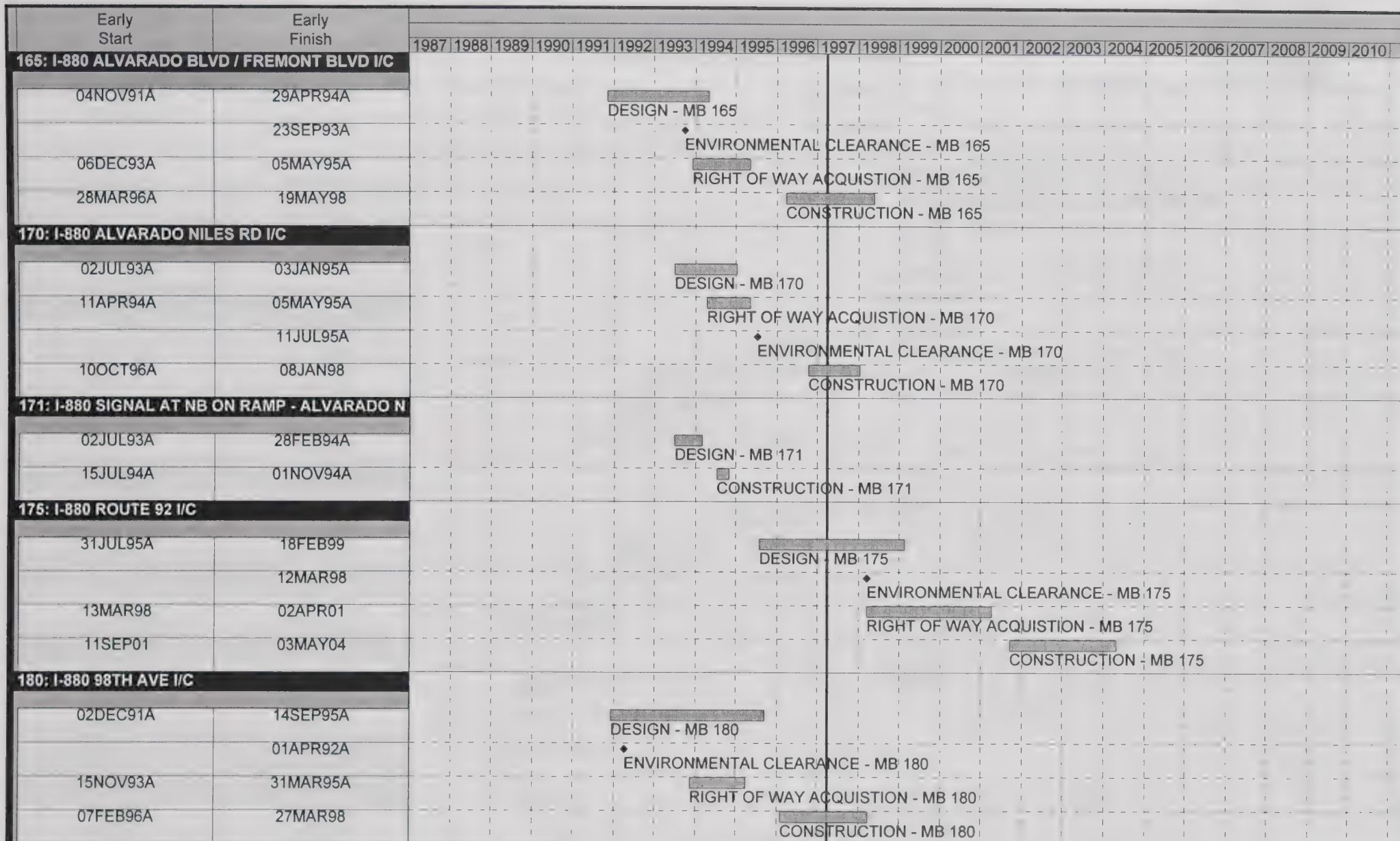




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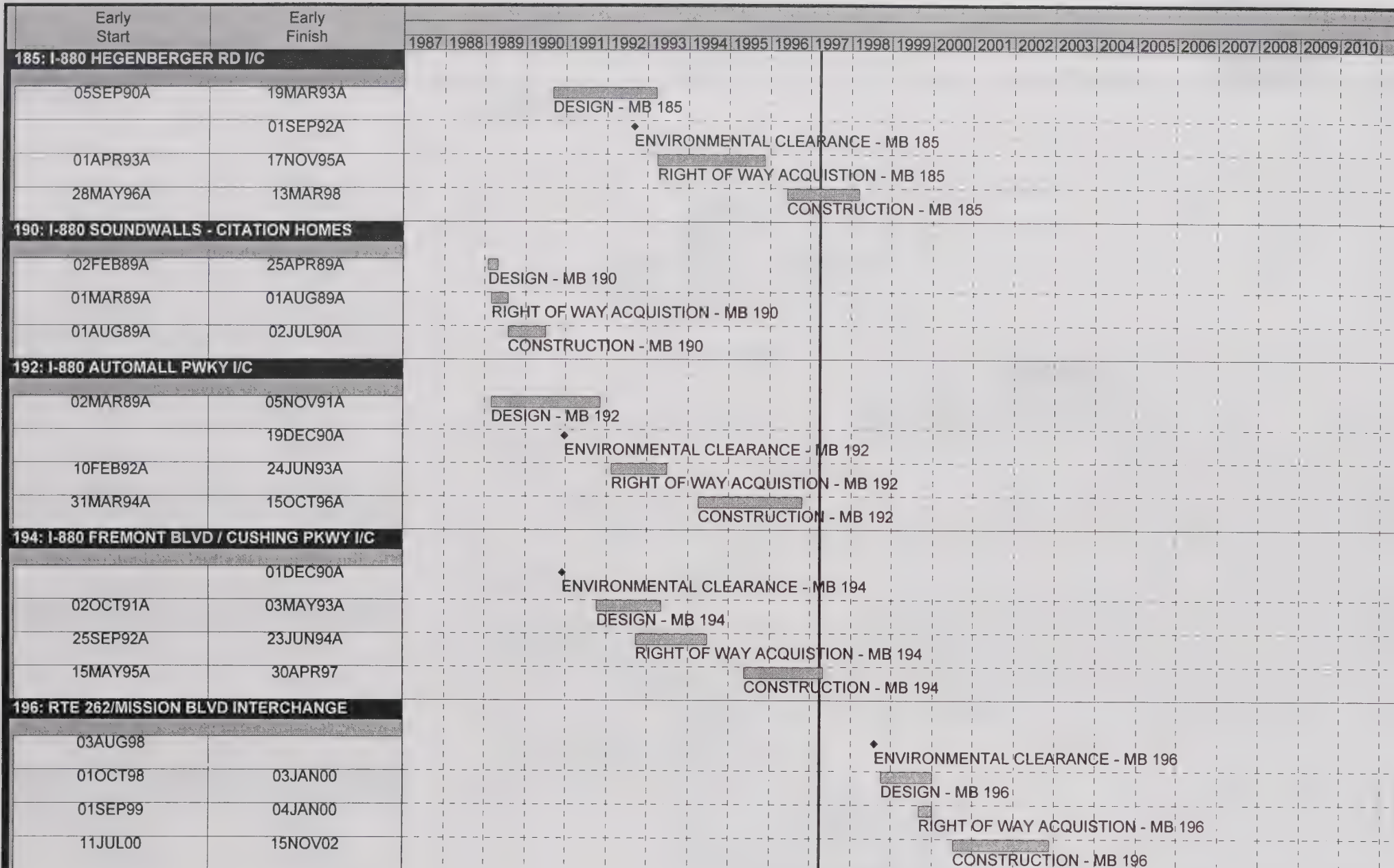
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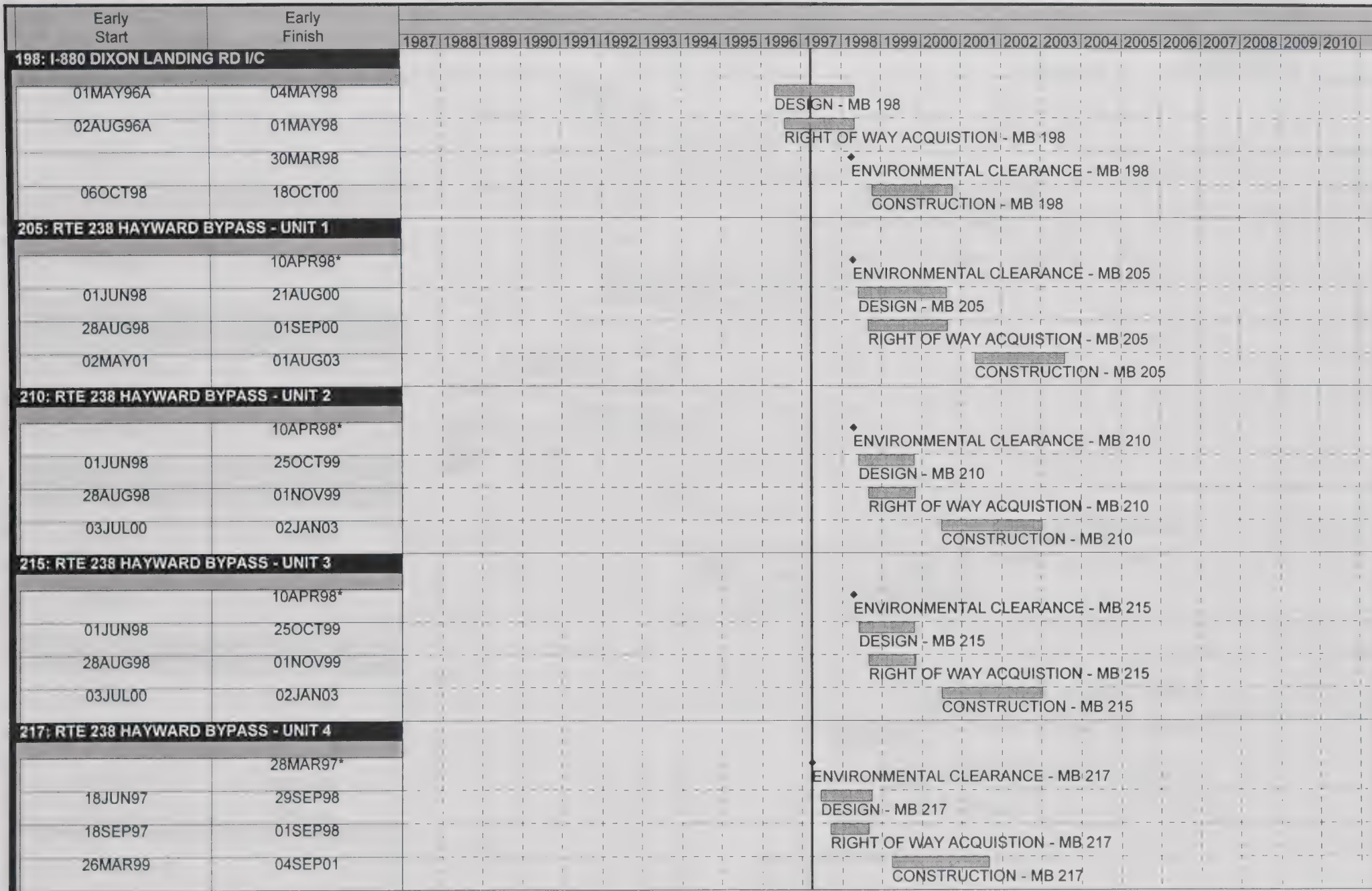
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ALAMEDA CO TRANSPORTATION AUTHORITY
MASTER SCHEDULE
MEASURE B PROJECTS

Sheet 6 of 12





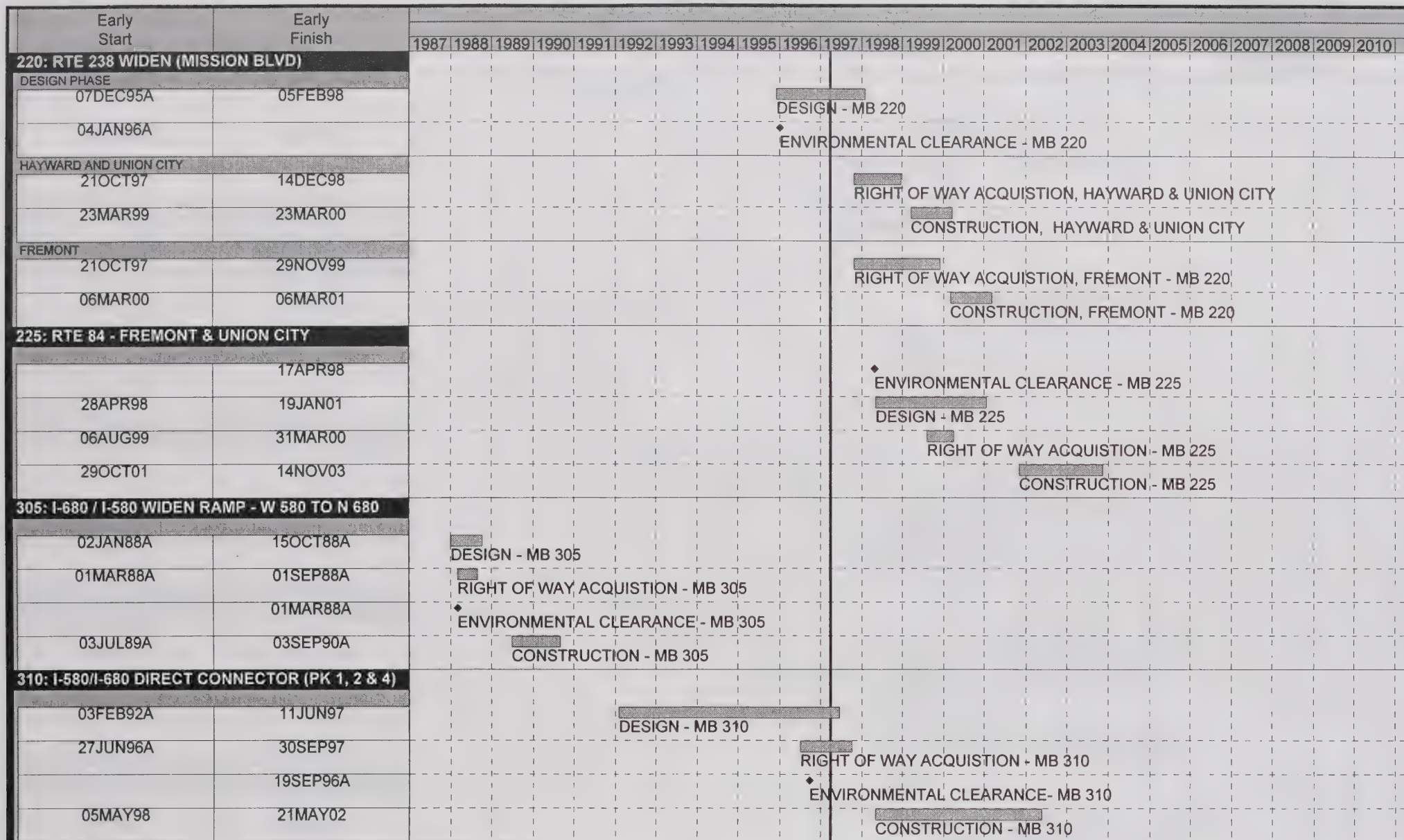
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ALAMEDA CO TRANSPORTATION AUTHORITY
MASTER SCHEDULE
MEASURE B PROJECTS

Sheet 7 of 12





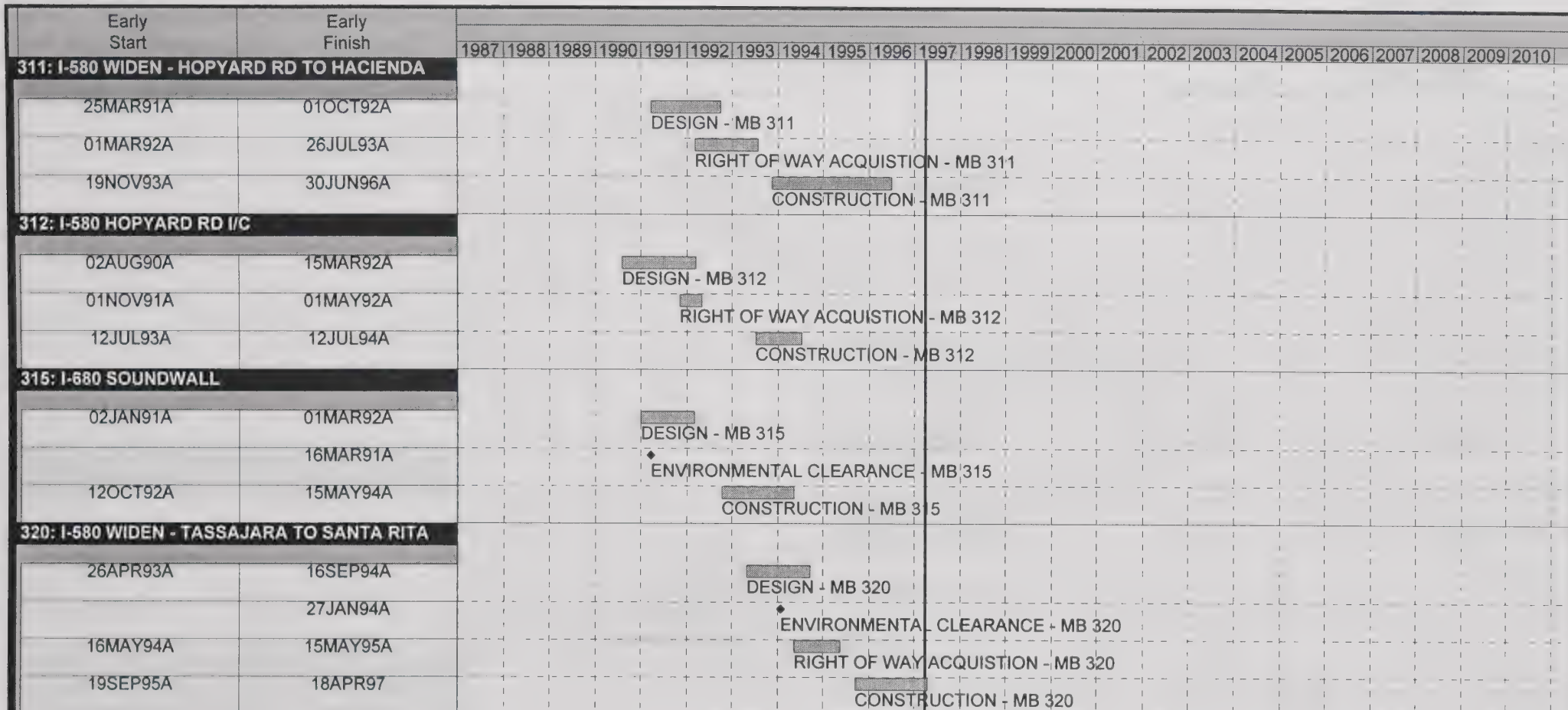
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ALAMEDA CO TRANSPORTATION AUTHORITY
MASTER SCHEDULE
MEASURE B PROJECTS

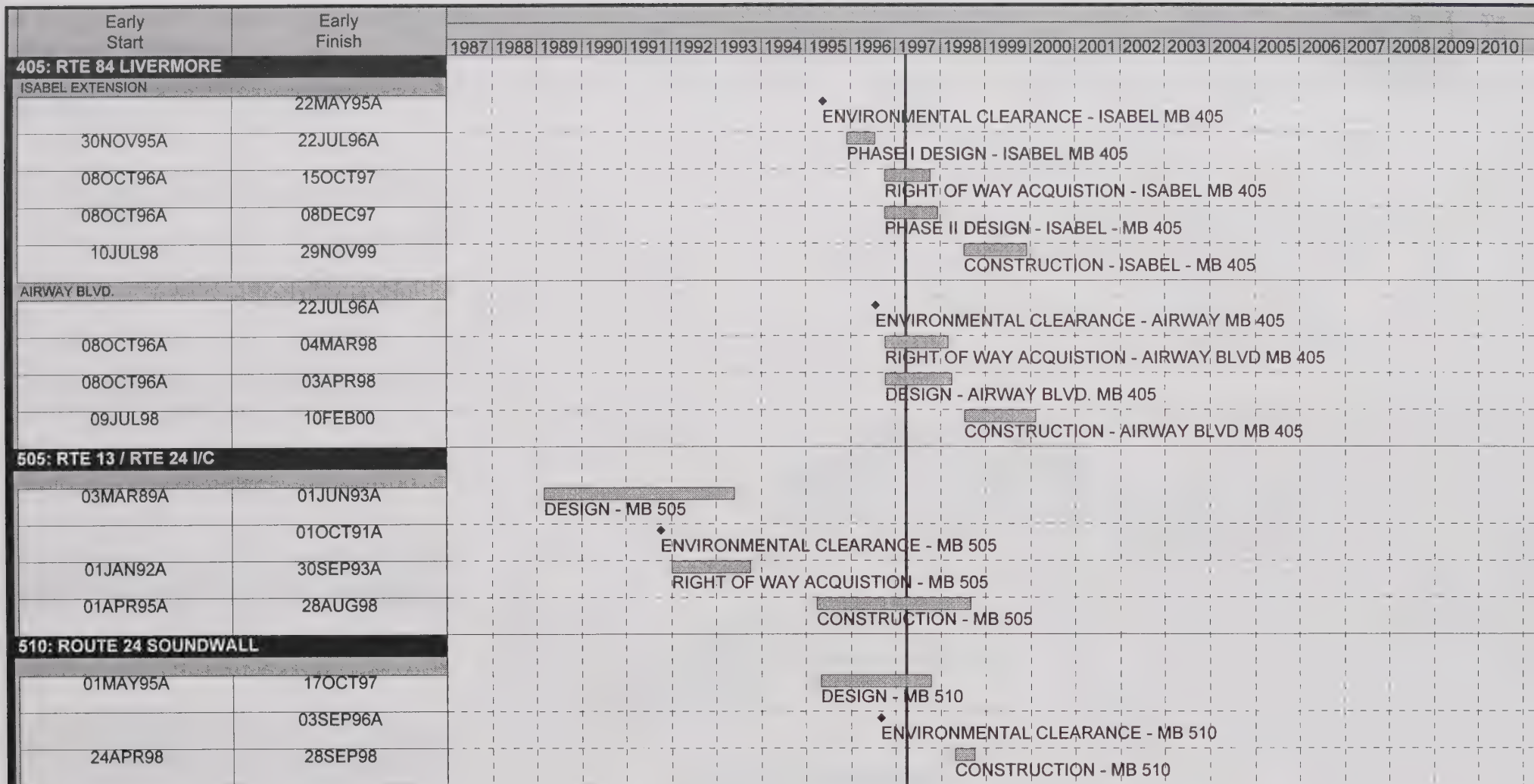
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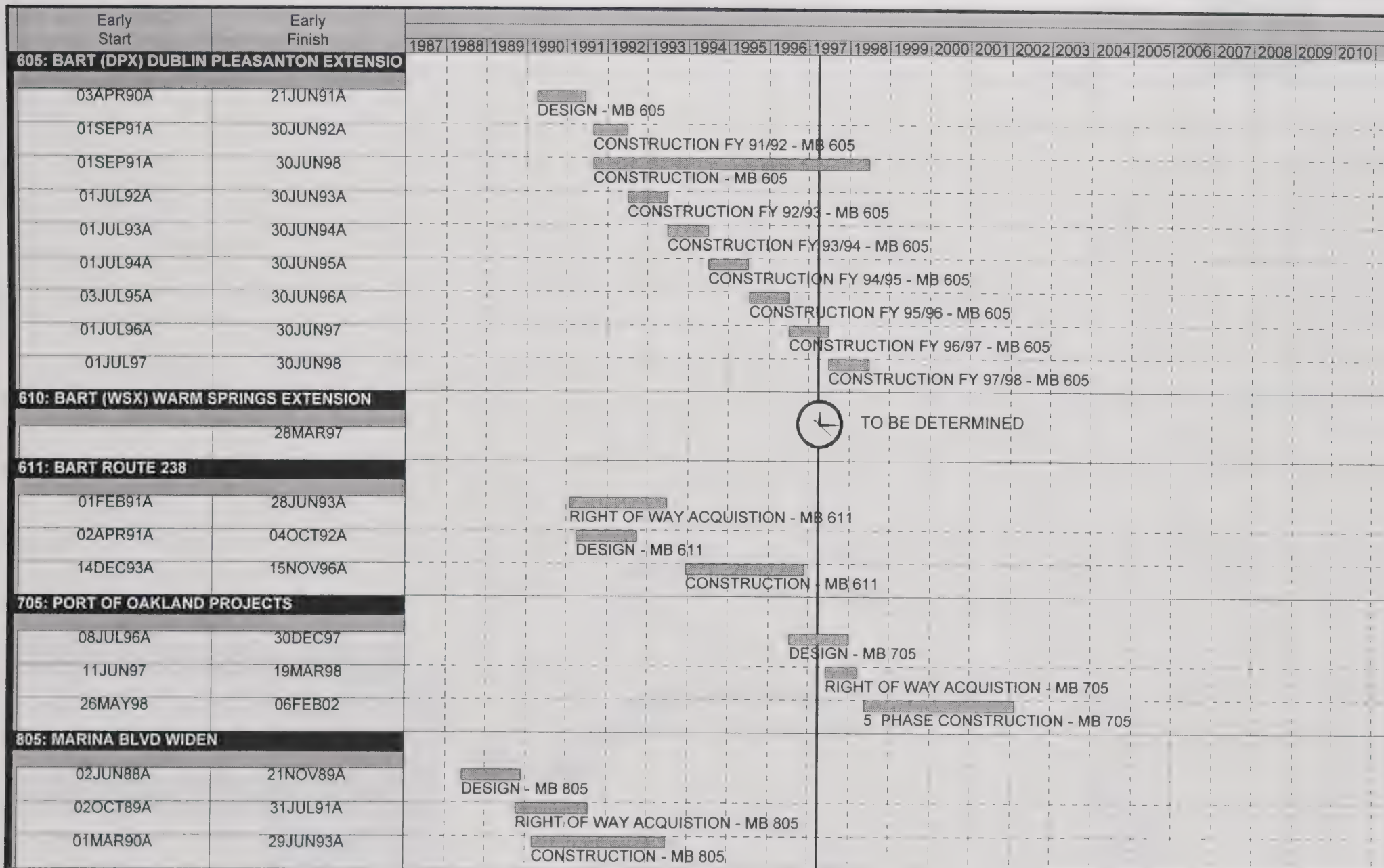
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ALAMEDA CO TRANSPORTATION AUTHORITY
 MASTER SCHEDULE
 MEASURE B PROJECTS

Sheet 10 of 12

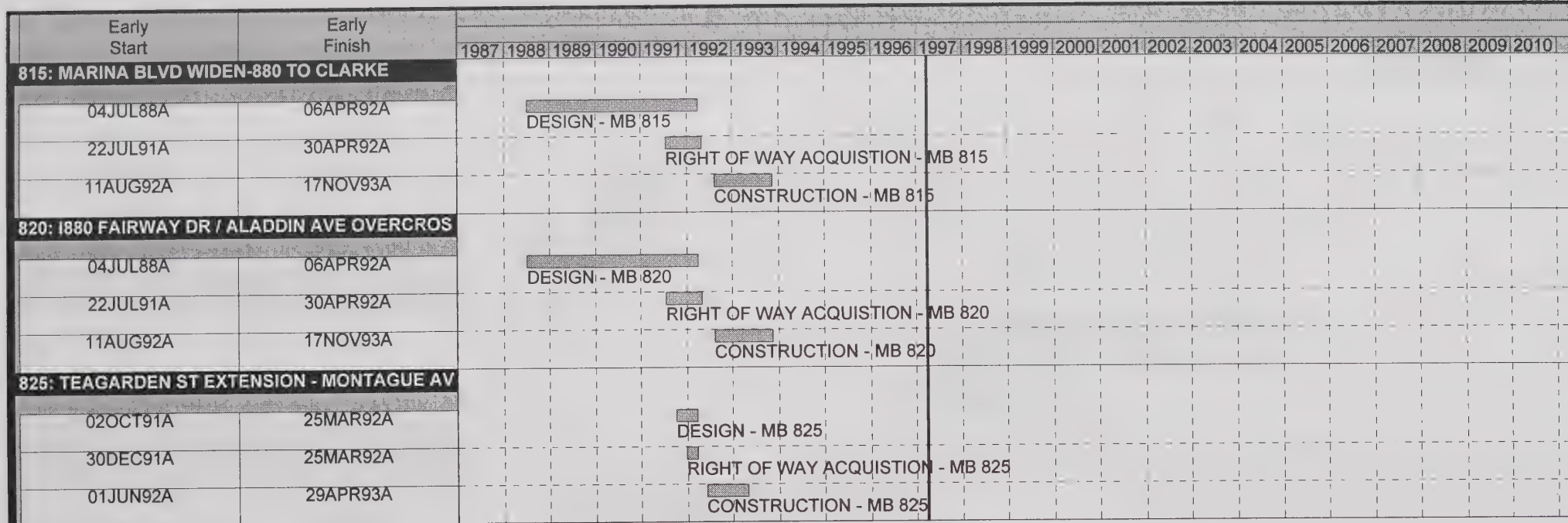




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Run Date 28MAR97

Early Bar
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 Run Date 28MAR97

 Early Bar
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ALAMEDA CO TRANSPORTATION AUTHORITY
 MASTER SCHEDULE
 MEASURE B PROJECTS

Sheet 12 of 12

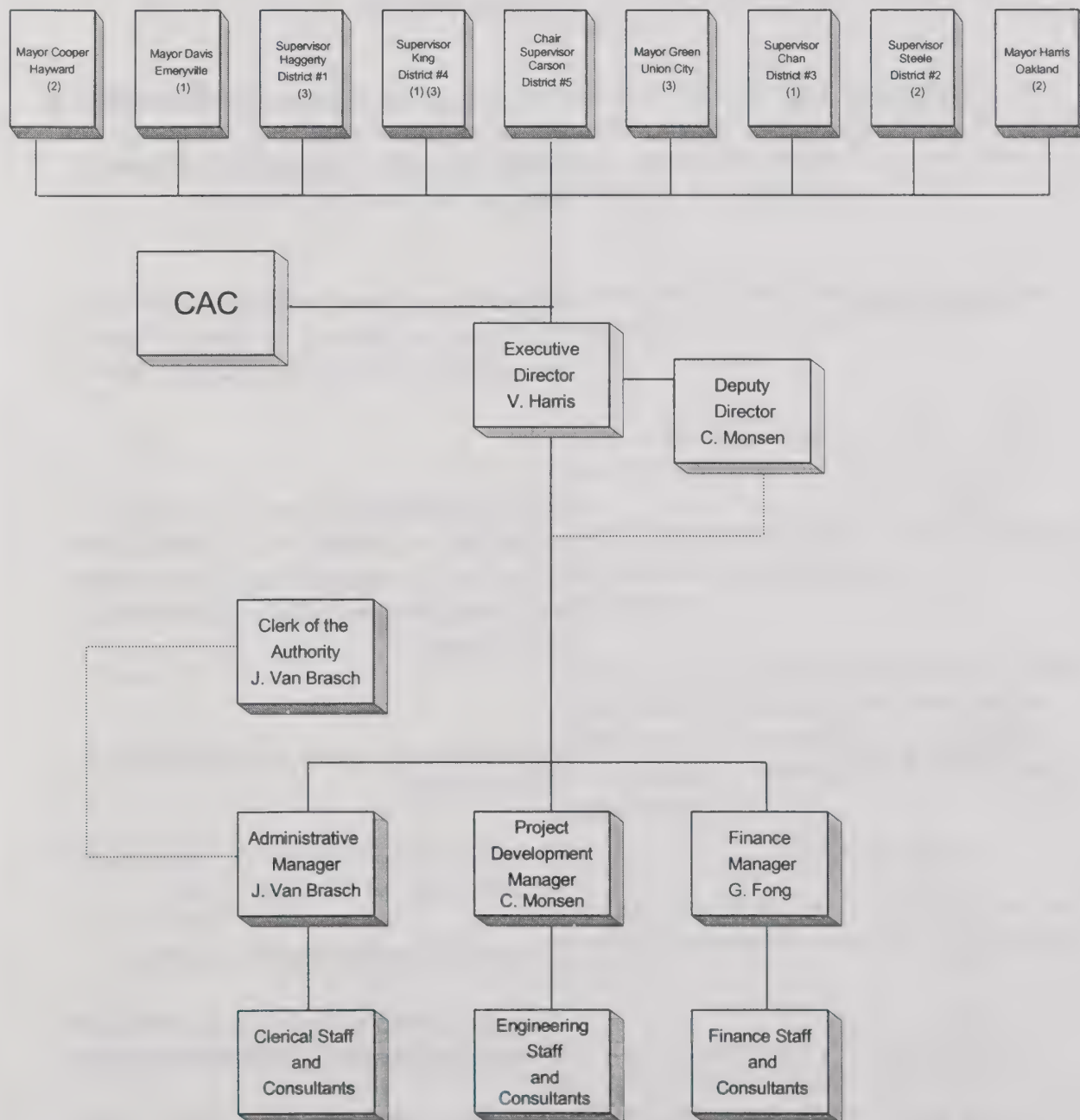


Section VI
Appendices



Alameda
County
Transportation
Authority

Organization Chart Alameda County Transportation Authority 1997/1998



COMMITTEES

1. Administration & Legislation, Supervisor King, Chair
2. Finance, Mayor Harris, Chair
3. Work Program, Mayor Green, Chair
4. Citizens Advisory, R. Zavala, Chair

GLOSSARY OF TERMS

A

arbitrage

The difference between interest cost and interest earnings.

at grade crossing

Crossing of travel paths which intersect at the same grade (elevation), thereby permitting only one direction of travel through the crossing at a time.

auxiliary lane

An additional travel lane built for a specific travel movement, such as a merge or a turn, rather than a general road widening.

B

B.A.N.

Bond Anticipation Notes are issued by states and municipalities to obtain interim financing for projects that will eventually be funded long term through the sale of a Bond Issue.

C

capital project

A construction project directly funded by the Authority.

completion phase

Financing required to carry these projects forward cannot be determined.

C.M.P.

Congestion Management Program.

C.R.P.

Combined road program, a Federal fund source that has been replaced by ISTEA.

C.M.A.Q.

Congestion Mitigation Air Quality, a federal fund source under ISTEA to improve air quality and reduce congestion.

E

Expenditure Plan

The Plan approved by the Alameda County Board of Supervisors on August 19, 1986, which sets forth the transportation improvements to be funded by the Measure B tax revenues.

expressway

An arterial highway for through traffic which may have partial control of access, but which may or may not be divided or have grade separations at intersections.

external revenue source

Any revenue source other than the Measure B transactions and use tax.

F

F.A.U.

Federal Aid Urban - A federal fund source replaced by ISTEA

F.C.R.

Flexible Congestion Relief. State fund source for local roadway, highway and transit improvements.

freeway

A divided arterial highway for through traffic with full control of access and with grade separations at intersections. In California law, a freeway is defined as any controlled access roadway.

funding constraint

Limit to the amount and timing of Measure B expenditures based on revenue projections.

G

grade separation

Crossing of travel paths which intersect at grades (elevations) which are sufficiently separated to permit all directions of travel to continue uninterrupted.

grading

The phase of a road construction project in which earth is moved to form the base of the new roadway.

H

haul road

A road used by construction equipment to transport road construction material.

H.O.V.

High occupancy vehicle lane, used by buses and carpools.

I

initial phase

The first phase of a Measure B capital project which will provide public benefit and which can be built exclusively with funds which are now reasonably assured to be available at the time they are required.

ISTEA

Intermodal Surface Transportation Efficiency Act of 1991

L

local share
(local funds)
(matching funds)

The portion of a Measure B capital project cost which is paid by the local jurisdiction it serves.

M

Metropolitan Transportation Commission. The federal metropolitan planning organization which adopts the RTP and approves federal funds.

P

pro rata

Timing of local funds such that Measure B disbursement of local share funds and local funds are always spent together in the proportion set forth in the Expenditure Plan.

project sponsor

Entity responsible for project development.

R

Regional Measure 1

A November 1988 ballot measure which raised bridge toll limits to fund bridge improvements and transit facilities.

revenue projection

Forecast of incoming sales tax revenue stream for the fifteen-year Measure B program duration.

R.T.P. Regional Transportation Plan. MTC's twenty-year plan for transportation projects for the nine-county Bay area.

S

S.H.A. State Highway Account. State funding source.

soundwall a barrier constructed along the edge of a roadway to mitigate noise impact to adjacent properties.

S.T.I.P. State Transportation Improvement Program. The seven-year program of projects utilizing State funds.

S.T.P. Surface Transportation Program. A federal fund source under ISTEA.

State - Local Transportation Partnership Program Funds State Funds which will be released to local entities for use on approved transportation projects, via SB300 (SLTPP), in proportion to local funds.

subsequent phase The ultimate upgrading of an initial phase project to the full level of improvement described in the Expenditure Plan. The timing of the subsequent phase is dependent upon when additional funding becomes available.

T

T.E.A. Transportation Enhancement Act. A Federal fund source under ISTEA for projects that enhance the transportation experience.

T.I.P. Transportation Improvement Program. MTC's seven-year program of projects utilizing federal funds.

U

utility relocation The relocation of underground and overhead utility lines which would otherwise conflict with new roadway construction.

1997/1998 Strategic Plan

Funding Detail

(x 1000)

CAPITAL PROJECTS	Measure B Funds	Local Match Funds	STIP Funds	STP Funds	CMAQ Funds	SLTPP Funds	TSM Funds	ISTEA Funds	SHOPP Funds	CRP Funds	OTHER* Funds	TOTAL Funds
I-880 Nimitz Freeway	172,909	0	106,174	9,015	11,604	10,649	4,300	10,200	1,650	8,823	59,974	395,298
Route 238-Hayward Bypass	99,251	9,100	19,700	0	0	5,265	0	0	0	0	0	133,316
Route 238-Mission Boulevard	21,392	2,300	0	0	0	696	0	0	0	0	0	24,388
Route 84 - Fremont	56,033	8,600	0	0	0	2,750	0	0	0	0	0	67,383
Airport Roadway	62,472	17,000	0	0	0	2,240	0	0	0	0	0	81,712
Routes 13/24 Interchange	26,698	0	0	0	0	3,250	0	0	0	0	0	29,948
I-580/680 Interchange	112,652	10,000	0	0	0	3,617	0	0	0	4,331	0	130,600
Route 84 - Livermore	26,938	3,000	0	0	0	1,062	0	0	0	0	0	31,000
BART - Dublin Canyon	170,000	0	0	0	0	0	0	0	0	0	0	170,000
San Leandro Improvements	13,032	0	0	0	0	1,048	0	0	0	0	0	14,080
TOTAL FUNDS	\$761,377	\$50,000	\$125,874	\$9,015	\$11,604	\$30,577	\$4,300	\$10,200	\$1,650	\$13,154	\$59,974	1,077,725

State Funds

Description

S.T.I.P. State Transportation Improvement Program
S.L.T.P.P. State Local Transportation Partnership Program
T.S.M. Transportation System Management
S.H.O.P.P. State Highway Operation Protection Program

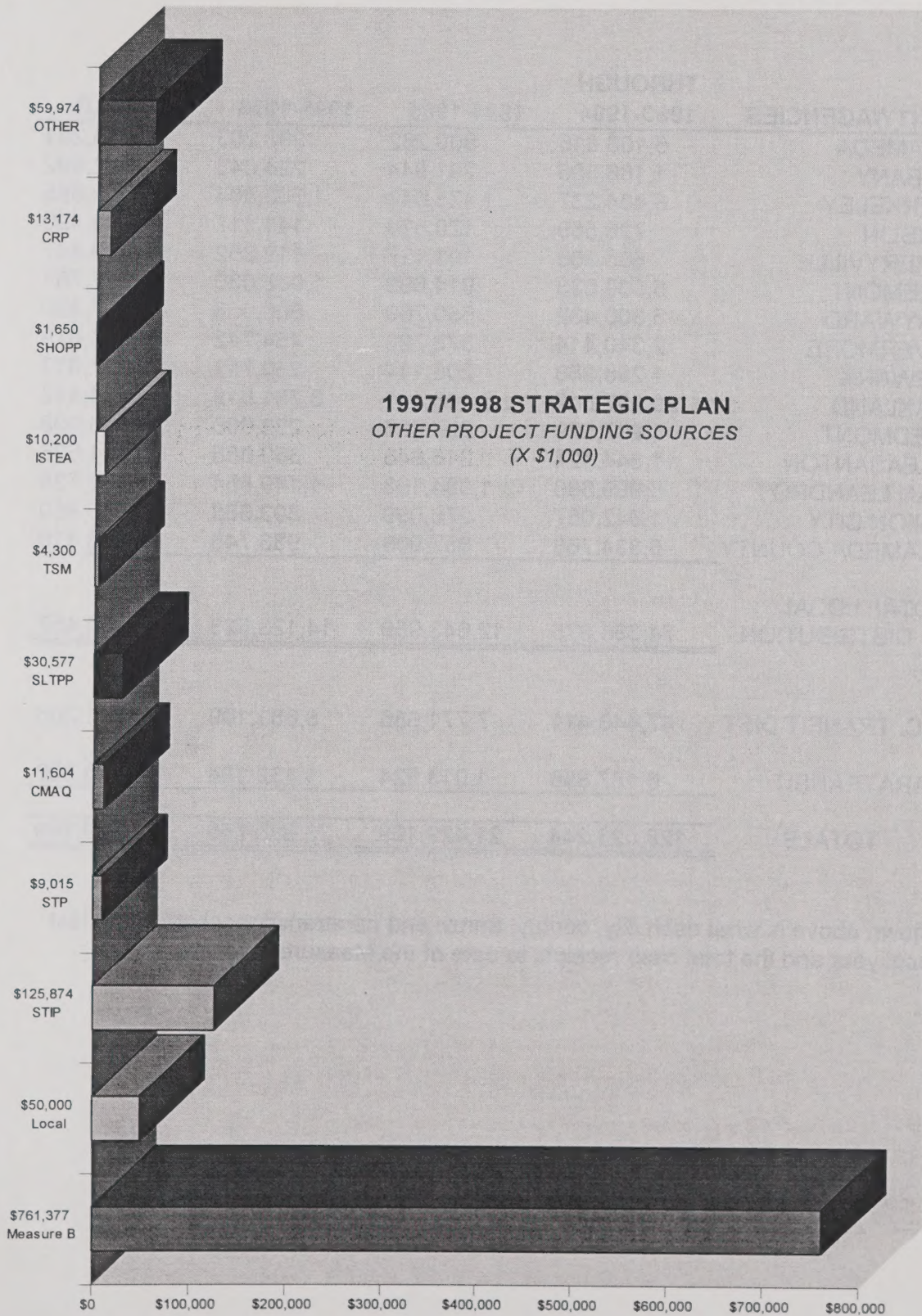
Federal Funds

Description

C.R.P. Combined Road Program
S.T.P. Surface Transportation Program
I.S.T.E.A. Intermodal Surface Transportation Efficiency Act
C.M.A.Q. Congestion Mitigation Air Quality

* Other Funding

Other Funding includes City of Fremont,
City of Milpitas and Sale of Excess ROW



**ALAMEDA COUNTY TRANSPORTATION AUTHORITY
DIRECT MEASURE B SALES TAX REVENUE PASS-THROUGHS
TOTAL TO DATE AS OF JUNE 30, 1996**

CITY/AGENCIES	THROUGH 1993-1994	1994-1995	1995-1996	TOTALS
ALAMEDA	5,108,816	909,262	998,203	7,016,281
ALBANY	1,166,305	201,944	224,643	1,592,892
BERKELEY	8,434,237	1,426,643	1,558,804	11,419,685
DUBLIN	726,559	120,824	141,117	988,499
EMERYVILLE	565,368	101,127	112,852	779,347
FREMONT	5,560,033	914,698	1,038,030	7,512,761
HAYWARD	3,300,432	550,769	606,058	4,457,259
LIVERMORE	2,340,414	378,723	454,742	3,173,879
NEWARK	1,298,988	208,114	230,711	1,737,813
OAKLAND	29,857,647	5,145,147	5,781,619	40,784,413
PIEDMONT	1,207,529	207,663	228,806	1,643,998
PLEASANTON	1,844,124	316,846	360,655	2,521,626
SAN LEANDRO	5,999,688	1,034,193	1,149,854	8,183,735
UNION CITY	1,642,067	270,099	303,683	2,215,850
ALAMEDA COUNTY	5,334,768	857,906	933,745	7,126,419
TOTAL LOCAL DISTRIBUTION	74,386,975	12,643,959	14,123,523	101,154,457
 A.C. TRANSIT DIST	 47,448,411	 7,771,686	 8,681,109	 63,901,206
PARATRANSIT	6,187,858	1,013,524	1,132,124	8,333,506
 TOTALS	 128,023,244	 21,429,169	 23,936,756	 173,389,169

Shown above is what each city, county, transit and paratransit received in the last fiscal year and the total cash receipts to date of the Measure B program.

U.C. BERKELEY LIBRARIES



C124922461

